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HONG KONG, TUESDAY, JULY 12, 1932.

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THE VIRTUES OF WHISKY.

Beying MODERATELY taken, sayeth he, it sloweth age, it strengtheneth youth: it helpeth digestion: it putteth fleume: it abandoneth melancholie: it relisheth the haste: it lighteneth the mynd: it quickeneth the spirites: it cureth the hydropsie: it healeth the strangury: it pounceth the stone: it repelleth gravel: it puffeth away ventosities: it kepyth and preserveth the hed from whirling—the eyes from dazelyng—the tongue from lispyn—the mouthe from snafflyng—the teethe from chattering—the throte from ratlyng—the weasan from stiefling—the stomach from wombling—the harte from swellyn—the bellie from wirtching—the guts from rumbling—the hands from shivering—the sinews from shrinkyn—the veynes from crumpling—the bones from akyng—the marrow from soaking—and truly it is a sovereign liquor if it be orderlie taken.

Hollushed's Chronicles 1577.

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SPECIAL EXCURSION.

SUNDAY, 17th JULY, 1932

S.S. "SUI TAI"

will leave Hong Kong at 9.00 a.m. and Macao at 4.00 p.m.

S.S. "SUI AN"

will leave Macao at 9.00 a.m. and Hong Kong at 3.00 p.m.

SPECIAL SALOON FARES.

WEEK DAYS.—Single: \$3.00; Return: \$5.00.

EXCURSIONS.—Single: \$2.50; Return: \$4.00.

NOTE.—All Steamboat Company's Steamers are fitted with Wireless.

SHALL WE SPEND OR SAVE?

THE ECONOMIC RIDDLE OF THE AGE.

A PRACTICAL HINT FOR THE INDIVIDUAL.

[By H. C. BAILEY.]

Thrift used to be a virtue.

That was before expansion of social services on the principle that no man ought to provide for himself what he could get the State to provide.

There has remained, however, a mass of solid conviction that whether thrift is virtuous or not, it is good business. So we find Lord Snowden calculating that in Great Britain a sum of about £2,200,000,000 has been invested by small savings.

He chills that "a magnificent testimony to the thrift of our people," and yet he is not satisfied. He indicts us one and all for "extravagance and wasteful expenditure."

I feel the bitter truth of this. The ostentation and gross waste which I see all around me makes me despair of my countrymen. But I do not know how I could reduce my own expenditure without discomfort, which I ought not to be called upon to endure. No doubt Lord Snowden finds himself in just the same position. The way, and particularly the objects, upon which other people choose to spend their money are shocking.

Lord Snowden is particularly shocked by "the expenditure upon drink and the expenditure upon gambling," which he assures us together amount to "about £500,000,000 a year... about one-sixth of the national income." By what miracle of a process, for there can be no evidence, the amount which we all spend on gambling in the year is calculated, I will not inquire.

Economics of Gambling.

But why does Lord Snowden represent it as sheer waste? The money which goes into gambling is won as well as lost. Ingenious winners in the Irish Sweepstake have just been telling us how they will use their gains—one will buy a house, one will invest to support his old age, and so on. The chances that the winner in gambling will use the money as wisely as ever the loser could are quite even. Morally it may be quite wrong to gamble. Economically it may be all for the best.

And again, when Lord Snowden sets down so many millions as the national drink bill, does he reckon the hundred millions or more which the State collects as its own share? That, by all the principles of the Treasury, cannot be waste. The drinkers who are so kind as to contribute that freewill offering are philanthropists subscribing with a generosity which the consumers of other fluids might well emulate to the maintenance of the nation.

The cost of production of most alcoholic drinks is a small fraction of the price at which they are sold. What makes them expensive is that taxation has been concentrated on these articles of consumption to the exemption of others. In itself one luxury is neither more nor less wasteful than the rest.

But Lord Snowden, still retaining something of the Old Adam of

Socialism, has his doubts whether the individual can ever spend his money as wisely as the State can for him. It is very little use, we are instructed, for the State to reduce taxation "if the relief that is given to the taxpayer is going to be spent extravagantly, wastefully, and uselessly." This implies an odd pessimistic view of the wretched taxpayer, and a very odd notion of the functions of the State. High taxation, even if the State spends it uselessly, becomes defensible by reason of the probability that the wretched taxpayer would spend his money even worse.

The recent experience of Lord Snowden might have suggested that the evils of extravagant and wasteful national expenditure are out of all proportion to the dangers of private extravagance.

We may all accept his general principle that the individual has a duty of economical use of his income and should spend his money with some regard to the interests of the community. But "the bearings of this observation," as that other sage, Capt. Bunsby, used to say, "lie in the application of it."

And what does it amount to? Lord Snowden goes back to the good old distinction of political economy between productive and unproductive consumption. In "buying goods which are not useful," he warns us, "we are encouraging the employment of capital in the production and distribution of useful articles—capital which is necessary for the production of more useful things." But what is, under this severe rigour of the game, a useful article?

Gold Lace and Pineapples.

I suspect in the mind of Lord Snowden memories of that classic passage wherein John Stuart Mill laid down that

"The annual consumption of gold lace, pineapples, or champagne must be reckoned unproductive, since these things give no assistance to production nor any support to life or strength but what would equally be given by things much less costly."

Some people have liked champagne better than he, but let that go.

The matter is not so simple. The greater part of the expenditure of every man who has more than the barest livelihood is on things which are unproductive or useless.

What have you or I to do with more than one room, one pair of trousers, one pot on the fire? If the cost of everything which we could at the last pinch do without is extravagance, then we must reduce ourselves to a barbaric condition.

But if all sorts of things, even the pineapples and gold lace of Mill or the films and motor-buses at which Lord Snowden looks askance, have a power of giving pleasure which makes life more vigorous, and so more efficient, then the distinction between productive and unproductive spending becomes a matter for a man's own discretion, nor for general principles.

Spending Wisely.

At an earlier stage in our economic

DIARY OF LOCAL EVENTS.

TO-DAY.

(July 12.)

Rotary Club Tiffin: Lane, Crawford's Restaurant, 1 p.m.

Orchestral Concert, Repulse Bay Hotel, 8 p.m.

Lammert's Auction Sale of Yarn, etc., Sales Room, 11 a.m.

Whist Drives at Civil Service Cricket Club, 8.30 p.m.

Annual prize distribution at Munsang College, College premises, 3 p.m.

Lawn Bowls:—Open Championship: U. M. Omar v. A. M. Hollands, L. A. Gutierrez v. R. H. E. Marks (Kowloon C.C.). Matches start at 5.30 p.m.

Queen's Theatre: "Emma." Central Theatre: "Heaven on Earth."

King's Theatre: "Almost A Divorce."

Star Theatre: "Daybreak."

World Theatre: "Misguided Love."

Majestic Theatre: "The Miracle Man."

Garden Theatre: "Africa Speaks."

Tea Dances at King's Restaurant and Hong Kong Hotel; Dinner Dances at Hong Kong Hotel, Repulse Bay Hotel, Peninsula Hotel and King's Restaurant.

Tides:—High at 3.40 and 15.30; Low at 10.24 and 22.00.

WEDNESDAY.

(July 13.)

Lammert's Auction Sale of Postage Stamps, Sales Room, 11.15 p.m.

Orchestral Concert, Repulse Bay Hotel, 8 p.m.

Whist Drive at Seamen's Institute, 8 p.m.

Lawn Bowls:—Spey Royal Cup: Yacht Club v. Kowloon Dockers (K.C.C.), 4.30 p.m.; Open Championship: F. Goodwin v. W. Mair, R. F. Luz v. Dr. R. A. C. Basto (Club de Recreio), 5.30 p.m.

Lawn Tennis:—"C." Division: Y.M.C.A. v. S. China, I.R.C. v. Police, Graduates' Association v. H.K.C.C., Radio Sports v. Kowloon Indians, Recreio v. K.C.C., Chinese R.C. v. Craigengower, Filipino Club v. University.

Central Theatre: "Heaven on Earth."

King's Theatre: "Almost A Divorce."

Queen's Theatre: "Emma."

World Theatre: "Misguided Love."

Star Theatre: "Daybreak."

Garden Theatre: "Africa Speaks."

Majestic Theatre: "The Miracle Man."

Tea Dances at King's Restaurant and Hong Kong Hotel; Dinner Dances at Hong Kong Hotel, King's Restaurant and Peninsula Hotel.

Tides:—High at 4.20 and 15.30; Low at 11.52 and 22.50.

European Mail.—Inward: Europe via Suez (Rawalpindi); Outward: Europe via Siberia (Asama Maru) 8.30 a.m.

mic crisis the Prime Minister exhorted us not to stop spending, but to spend wisely.

One clear and certain criterion of wise spending was laid down by that great economist, Wilkins Micawber:

"Annual income, £20, annual expenditure, £19 10s. 6d., result happiness. Annual income £20, annual expenditure £20 0s. 6d., result misery."

But beyond that, who shall arrange our budgets? I make no doubt I could find blocks of expenditure miserably useless to me in Lord Snowden's or any man's.

Shall he prescribe what I must buy? —London Daily Telegraph.

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ROUND THE CLOCK BY CAR.

THE BEST TIME TO MOTOR.

WHAT AN ENGLISH OWNER THINKS.

Which is the best time to motor for enjoyment?

This question has been put to me by five correspondents. Two suggest the early morning and three the night, but none gives a hint as to what is meant by "motoring enjoyment"—the enjoyment of a long journey, touring or taking short pleasure trips.

Early morning is best for those who want to enjoy the beauties of the countryside. Then there is little traffic, and one finds the quiet that is, in itself, a tonic.

For the romantically inclined, after sunset is the best time. If you wish to experience the pleasure of travelling fast on a long run at the helm of a good car, there is nothing like the hours between 10 p.m. and 8 a.m.

Dusk Dangers.

One period of the day I will not drive in if I can possibly avoid it—that is the half hour of dusk before night really falls. It is a period of distorted views and distances, with added danger, everywhere. I prefer to motor till the sun has set and then enjoy the wonderful country sights and tints from the garden of some old-world inn till dinner is served.

But for complete enjoyment, give me the wonderful summer nights of Britain between now and September. If your car is more to you than just a means of transportation, then, after dinner, some night, choose a known place that may have pleasant memories, or just go

anywhere, and you will come back at night with a pleasure rarely experienced in any other sort of motoring.

In the moonlight, last week, I went, by crazy winding ways, in a little car through Surrey, by Cobham, Bookham, Leatherhead and Effingham to Leith Hill, Wootton Hatch and Dorking, and home again. I was on roads as familiar to me as my home road, through daylight motor-cycling journeys of the past, yet I was driving in a new land—a black, green and silver mosaic, made by the moon's beams; and the spotlight, with wild woodland creatures peeping from cunning hideholes, the gentle murmuring of rills, the lowing of disturbed cattle, and the "plop" of fish as one passed over rustic bridges.

But while the moon enhances the beauty of the scenery, I think a darkish night, with not a star showing, your headlights boring a white way through the gloom of the road, is every bit as good—in some ways better, for then eyes and ears combine to create the charm. Every rise, every piece of gorse, heather and bracken seems to have a music of its own, with the wind moaning its way to the sea on the telegraph wires, and the weirdly forceful night sounds of nature.

During Whitsun I had an opportunity of testing a car which, I think, is one of the best in the Austin range of models. I refer to the "twelve six," four-speed gearbox, with the silent third, de luxe saloon.

A Good Climber.

This de luxe model has interior equipment, soft upholstery, seat comfort and practical features much above the average. Braking and suspension are of outstanding quality. One excellent feature is the efficient way in which the short stroke engine propels the car in top gear up hills.

With three passengers it steadily climbed a 1 in 10 gradient—no dropping below 23 miles an hour.

(Continued on next column.)

NEW DIESEL ENGINE.

SPEED AND LOW FUEL CONSUMPTION.

Eighty miles an hour from an engine doing sixty miles to the gallon of fuel is the claim of Mr. C. L. Cummins, an American motor engineer, for a new six-cylinder Diesel power unit which he is developing for use in private cars. This, he said recently, weighs only 650 lb., and though it develops 60 h.p. at 2,500 revolutions per minute, can be mounted in a chassis of average size.

Mr. Cummins, who has been touring Europe with a four-cylinder Diesel car with which at Daytona he set up a Diesel record of 103.75 m.p.h., told me that in 4,000 miles running he had averaged forty-three miles to the gallon. With an ordinary car of similar power using petrol the fuel consumption would have been about 12 m.p.g. He claims to have a much simpler method of fuel injection than the pumps in general use in Europe, and to have got rid of the exhaust smoke nuisance.

One object of his visit to England is to investigate with Messrs. Wakefield the subject of lubrication for Diesel engines.

On the worst pitch—and a 1 in 8 hill on third speed without dropping below 18 m.p.h. on the steepest bit. The third (top) gear is possibly on the low side, but it is decidedly useful in traffic and on hills.

On each gear ratio the car has a lively performance, and it is a pleasure to drive it at 40-45. The springing, with Luvax hydraulic shock absorbers, is satisfactory over bad going without full load. Riding in the rear I was struck by the ample leg and head room provided. In driving I was impressed by the simplicity of the controls; the well spaced pedals; the comfort of the steering wheel and driving position, and the commanding driving view obtained. The stability of the car on sticky going was unusually good.

ROAD TESTS.

OF 1932 MODELS.

THE 10-H.P. ROVER.

The 10-h.p. 1932 model of the Rover is a type of car which should excite considerable interest. It is an illustration of a trend of design which should appeal to motorists who have become accustomed to a high standard of performance, but who also demand a moderate price, combined with low costs of maintenance on the "baby" scale.

British manufacturers were the pioneers of the "baby" car, and they have now shown similar foresight and perception in evolving models which are destined to stimulate further the export of British products. During the last few years Australian motorists have appreciated the value and usefulness of the "baby" model, but in certain quarters there has remained a definite prejudice against comparatively diminutive vehicles whose flexibility in top gear was not infrequently demonstrably inferior to that of foreign makes of larger engine capacity. A timely appreciation of that opinion has doubtless been a stimulus to the British manufacturer, with the result that 1932 models of well-known makes seem to have been designed specifically to appeal to buyers in the dominions.

Of such types the 10-h.p. Rover is an excellent example, for, although the nominal rating of its engine suggests a "baby" type, it is, in fact, a flexible and speedy model, which offers a roominess of accommodation and dignity of appearance which will fully hold their own in comparison with larger types.

Details of Engine.

A consideration of the road tests described below will show the high efficiency of its small, but lively, four-cylinder engine. This power unit, which is rated at 9.8 h.p., has a capacity of 1185 c.c., the bore and stroke being respectively 63mm. and 65mm. It is an overhead valve job, the valves being operated by push rods from the camshaft, which is situated in the crankcase, and is driven by chain from the crank shaft. This engine develops 25 b.h.p. at its effective peak speed.

In a 50-mile run one gained the impression that under normal climatic conditions the cooling system, which is by means of pump and fan, is almost too effective, for it takes a long hard climb to warm up the engine to its best working temperature and to make it capable of the satisfactory performances referred to. That is a fault on the right side, and doubtless during the winter season the motorist who uses this model might permissibly disconnect the fan belt when the vehicle is used only for short journeys.

The lubrication system is of a positive type, all the main bearings, big ends, and overhead valve gear receiving their lubrication under pressure from a gear-type pump. The manufacturers state that under ordinary conditions the consumption of engine oil is as low as from 1000 to 1500 miles a gallon. The petrol system, in conformity with the general design of the model, is that of a large car, for the main tank is housed at the rear of the chassis, supply to the carburettor being carried out by means of a small vacuum tank. Another commendable feature is the accessibility of the main tank, which is provided with an amply long pipe extension, which enables one to replenish it from a tin without any need for a funnel. Battery and coil ignition is used.

The Chassis.

The chassis frame is unusually strong for a vehicle of this type and weight, and is of a size which enables the use of spacious bodywork. The wheelbase of the car is 8ft 6in., and its track 4ft 2in. It should also be noted that there is an ample ground clearance of 8½ inches. The model which was tested has a three-speed gear box of ordinary design, but it is understood that future shipments of the 10-h.p. 1932 type will be equipped with four-speed gear boxes, having a "silent" third. In the case of the three-speed box the ratios are, top 5.4 to 1, second 3.6 to 1, and low 19.5 to 1. Transmission of power to the rear axle is carried out by a fully-enclosed propeller shaft, which is supported by a central bearing.

Semi-elliptic springs are used at the front, but those at the rear are quarter-elliptic. It is strange that some motorists do not realise how efficient a well-designed quarter elliptic spring suspension can be, but a ride in the new Rover should convince them that from the standpoint of comfort and road holding ability at high speed it is most satisfactory. Four shock absorbers are provided. The braking system is accessible and devoid of any complications.

Bodywork Described.

The roadster, two-seater model, is an attractively neat type, with well-balanced lines, which successfully interpret the policy of the manufacturers of offering a car

which will appeal to those seeking economy of upkeep and which will at the same time by its looks and performance suggest a model of medium dimensions. The plated radiator, with its central bending and low-set filled cap, increases the impression of size.

The recording instruments are neatly grouped in a central panel. The instruments include a clock, speedometer, oil pressure and petrol gauges, and an ammeter. The driving lights are also controlled from the dashboard switch. Spark and throttle control levers are mounted on either side of the pillar just below the steering wheel. The latter is pleasant to handle, for its spokes are made of vulcanite-covered flexible steel, and this gives it a resiliency which should be appreciated on a long run. While only a tall person could quibble at the legroom provided in the car, it seemed that, without in any way encroaching unduly on the dicky space, that the front seat might have been set back a little further. The distributors state that this point has not been overlooked, and that all individual requirements in regard to that matter can be met.

Although even when a start is made from cold, the engine runs quietly and responds alertly to the accelerator, it is not until it has had a few miles' running in which to warm up that its flexibility and power output show to their best advantage. Then, indeed, the performance of the Rover, as shown by the details given below, becomes surprising. Driving the car through traffic, one soon finds that its flexi-

bility is of a high order, and on a level road there is no difficulty at all in creeping along smoothly and quietly at four or five m.p.h. in top gear, and then picking up again quickly without any need for gear changing. Another most commendable feature of the engine is that it does not appear to have any periods of vibration or "flat spots" in its whole range of speed.

Road Tests.

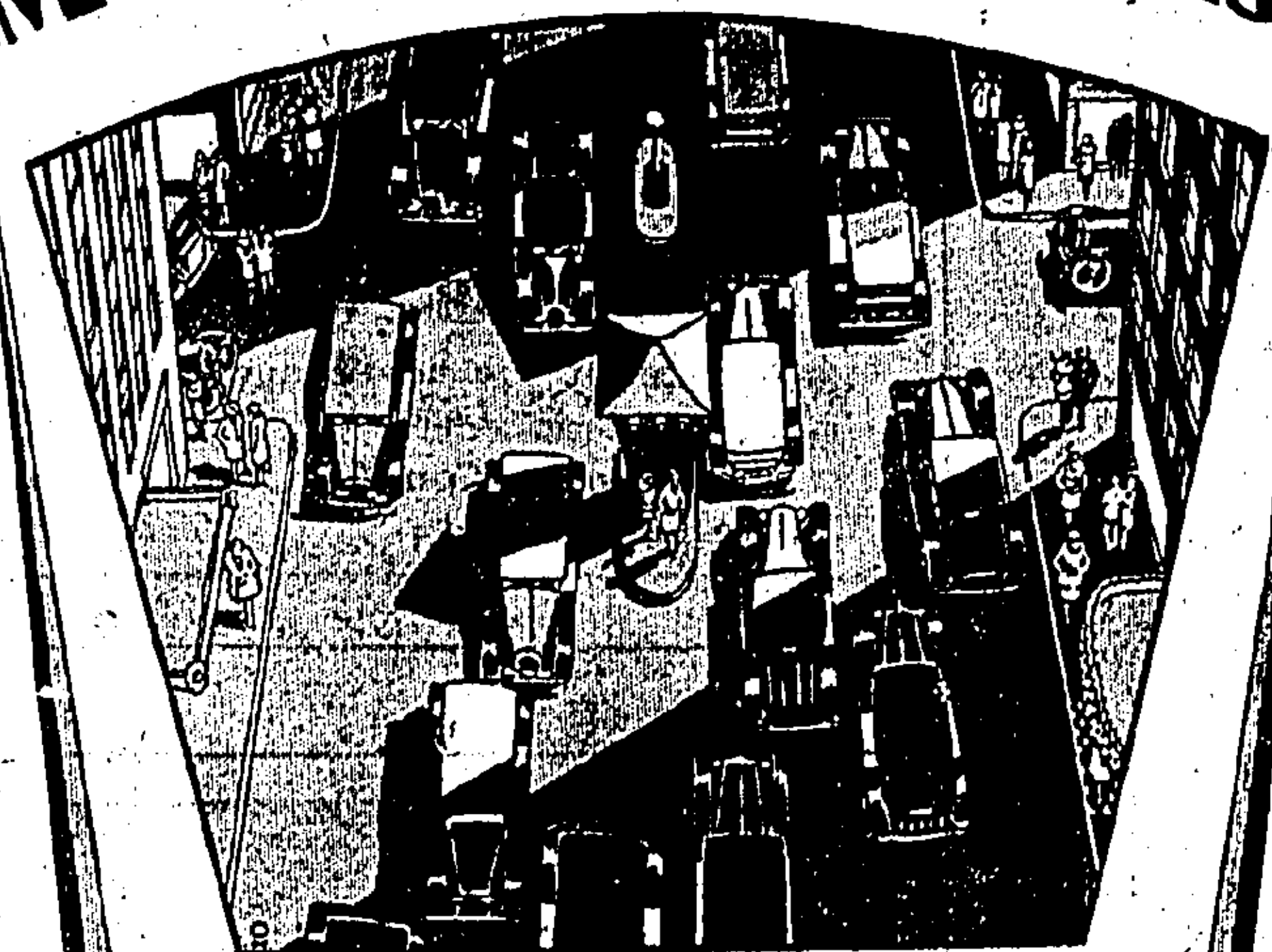
The accuracy of the speedometer having been checked, the car was taken to National Park, where it was first tested on Artillery Hill. The climb was made from a standing start on the level over a course of 1.1 mile, and with the exception of one momentary change into low gear, was ascended in second, the average speed for the distance stated being 34.1 m.p.h.

On the second hill climb, from Audley to the National Park railway station, the car maintained a fast and more or less uniform rate of travel, the distance of one being covered at an average of 25 m.p.h. During both these climbs the road holding qualities of the car were most noticeable, for it, so to speak, "sat down" at the sharp corners, and had no inclination to side-slip.

Acceleration from 10 to 30 m.p.h. on the level, in top gear, took 12 seconds, and in second gear 9.4 seconds. A measured course of 100 yards as covered in top gear, from a speed of 10 m.p.h., in 11 seconds, the speedometer recording 26 m.p.h. at the finish. A similar test in second gear gave a result of 10 seconds and 31 m.p.h.

(Continued on Page 3.)

MOTORDOM PRESENTS



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6 cylinder
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6 cylinder

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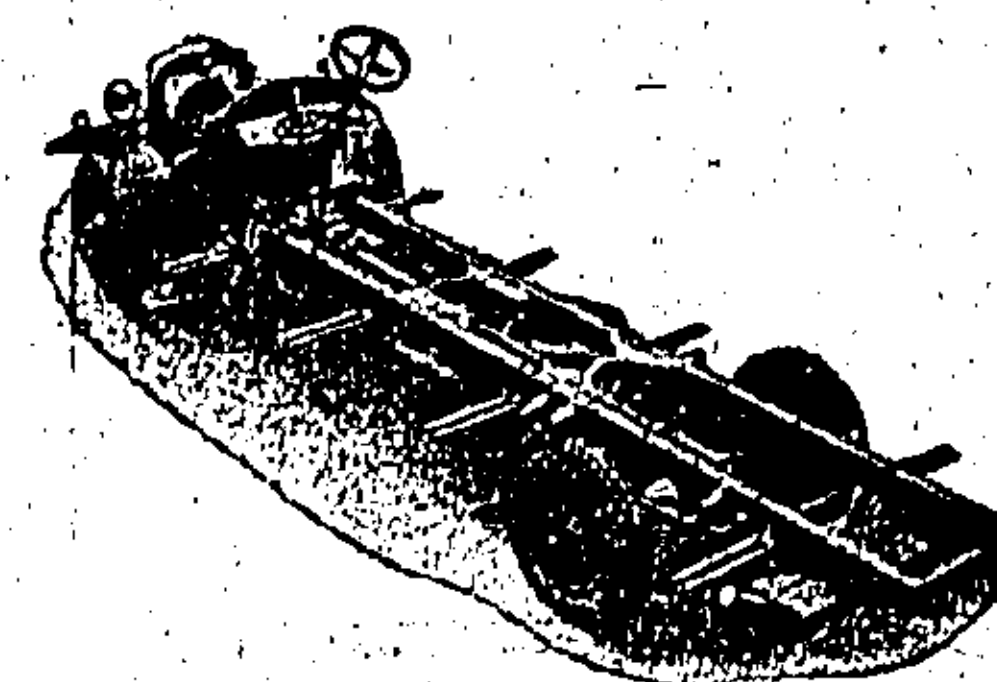
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SPARKS FROM THE PLUGS

News from Everywhere

Nine-Year-Old Humber in R.A.C. Rally.

In the recent R.A.C. Rally, amidst the galaxy of latest models, was a 1923 8 h.p. Humber. It ran faultlessly throughout the 1,000 miles journey, and clocked in on time at Torquay. It was driven by its owner, Mr. Smith.

Wizard Guards Diamond Mines.

The South African Police have recently taken delivery of a Hillman Wizard Saloon, and will use it for guard work on the Government Diamond Mines. The car has been converted into an armoured car with quarter-inch plating, and has been despatched by road to Port Nolloth, where it will take up its duties.

Two Hillman Wizard cars have also been ordered by the East London (South Africa) Police Force.

Among recent purchasers of Hillman cars are the Rt. Hon. the Earl of Buckinghamshire, who has taken delivery of a Wizard Special Saloon de Luxe, and the Viscountess de Vesci, who has purchased a Vortic 8-cylinder Saloon.

South African All-night Trial.

A Morris Minor, driven by Mr. C. K. Platt, won first place in the "Car and Sidecar" class in the first South African all-night trial for motor cars and motor cycles (solo and with sidecar), held recently over a 210 miles circuit embracing the towns of Durban, Umzimba and Ixopo.

The trial was generally acknowledged to have been one of the most gruelling events of its kind ever held in the Union. A heavy drizzle contributed to competitors' difficulties, and only nine finished out of a field of nineteen.

Bullion Transport.

Laden with bullion—it sounds almost reminiscent of the Spanish Main, debts, and pieces of eight! The carrying of bullion to-day is, however, a much more workaday job and the motor has now invaded this sphere of activity. The Midland Bank, Ltd., London, own two Albion 3-ton vans and the Union Bank of Scotland a 30/35 cwt. machine of the same make. The vans are, of course, specially fitted up for the particular work they have to do. In the case of the Midland Bank vehicles there are seats behind the driver for three guards, one of whom is placed so as to face the rear of the van with all the shelves which run along the interior under his eye. Naturally a breakdown on the part of one of these vans might lead to the most serious consequences so that only machines of the highest grade can be used. It is therefore gratifying to the manufacturers of Albion vehicles that the East Indian Railway has recently selected an Albion for carrying cash between Howrah Station, various city booking offices, the head office of the Railway, the Currency Office and the Banks. In this machine the load is carried immediately behind the driver's seat and seats for armed guards are provided in a kind of cabin at the rear.

The "Vedette."

The "Vedette" is a most serviceable little four-cylinder unit, offered at an attractive price. Four h.p. is given off on the brake at 800 r.p.m., and 15 h.p. at 2,800 r.p.m. The Morris marine engine range, the generous specifications of which include both full electric equipment and automatic lubrication, is completed by the six-cylinder 18/30 h.p. "Commodore" and the original petrol-operated version of the "Navigator" (12/24 h.p.), both of which models are the subject of a host of excellent testimonials from all parts.

Appreciation of Thornycroft Marine Engines.

Some remarkable tributes to the lasting reliability of Thornycroft marine engines have recently been received by the manufacturers from satisfied owners.

These are of significant interest to overseas users of marine engines who, more than anything, require a sturdy job that will stand up to many years of normal and not infrequently rough usage.

An example of the latter was mentioned in one letter from an Indian owner, whose native attendant had run his Thornycroft engine for a whole day without any water circulation, and was pleasantly surprised that no serious damage had resulted.

Another letter stated "my engine has been in constant use for nearly four years, during which time it has not made an involuntary stop."

London's River Police.

London's River Police Force day and night throughout the year, and in all weathers, patrol the many miles of the river Thames, which winds its way through London, passing many hundreds of warehouses and docks that line its banks, besides keeping watch on these against theft and fire. They are also, to a large extent, responsible for all floating craft in the river to prevent pilfering, smuggling and to generally maintain law and order along this river highway.

To enable them to maintain this service a fleet of motor launches is employed, and it is a fact of significant interest that practically the whole of these boats of present in the service of the London Police are installed with Thornycroft engines. The majority of them are fitted with their well-known "Handybilly" engine, while the larger boats used by the Inspectors have correspondingly more powerful types of Thornycroft engines. When it is realised that all these boats travel some 12,000 to 15,000 miles annually, little more need be said to prove the reliability of Thornycroft engines and their suitability for overseas service.

but the really "mutton-fisted" should have and "grunting" when effecting a change.

This is unquestionably a car that can keep up a very high average without tiring its occupants, largely due, no doubt, to the fact that the suspension is far above the normal in its qualities. This remark applies to the rear seating as much as to the front, and moreover, there is little pitching or yawing. Three passengers were carried on this test.

MORRIS ISIS IN AUSTRALIA.

SUCCESS IN A HARD TEST.

Invited by Messrs. Morris (New South Wales), Ltd., to test a Morris Isis Saloon over the paper's own selected course, the Sydney Truth summed up its impressions of this car as follows:—

"The Isis was driven up steep hills in second gear and against the stop-watch, with the engine reviving its hardest. Top-gear hill climbing, acceleration and maximum speeds were other prominent features of the run, which was over potholes and cobble-stone roads with occasional stretches of sand thrown in for good measure.

"Through all this, driven under ordinary touring conditions, the Morris Isis behaved like a thoroughbred, never hesitating for a moment, and recording a performance that was astonishing.

"Including all the hill climbs, acceleration and maximum speed tests, without any coasting, being driven under actual touring conditions all the time, the Morris Isis saloon proved economical. It covered fifty-one miles on exactly two gallons of petrol."

NEW BIG NINE STANDARD.

MECHANICAL DETAILS OF THE MACHINE.

The engine of this model (Big Nine) is a side-valve four-cylinder with a bore and stroke of 63.5 x 102 mm, respectively, which give a total piston displacement of 1,287 c.c. and a tax of £10. A two-bearing crankshaft, aluminium pistons, and duralumin connecting rods are employed, while the head is readily detachable.

Lubrication by gear type pump, ignition by coil and battery, and cooling by thermo-siphon and two-blade fan, are other items. The clutch is of the single dry plate type, and the four-speed gearbox has a silent third, provided by having constant mesh and third speed gears of the double helical type. The speeds are controlled by a most conveniently placed central lever.

Magneto wire wheels, Marlex-Weller cam and lever steering, and Rexid Duo-Servo brakes, both hand and foot operating on all four wheels, comprise other important details of the general make-up. On the 30-mile run of Brooklands track from London, this car was found to be lively enough, doing all its work, without any sense of vibration. It certainly pulls well, and is speedy for its size, possessing excellent acceleration. Driven "all out" on top I found, writes a correspondent, the maximum speed to be between 58 and 60 m.p.h. and at this rate there is no undue impression of stress or fussiness.

At the same time, top gear is flexible enough and the car will pull smoothly at as low a speed as five m.p.h. on this ratio. Gear changing is so easy, however, that there is no necessity to remain in top when conditions obviously call for a lower ratio, and the silent third speed, undoubtedly adds a distinct attraction to driving, especially for climbing the lesser hills quickly or getting through traffic. The gear change is best made fairly smartly, and none (Continued on Previous Column.)

ROAD TESTS.

(Continued from Page 2.)

The slow-running trial gave a most satisfactory result, for without any irregularity of running or "bucking," the Rover took one minute to cover 100 yards of absolutely flat roadway, this being equivalent to a rate of 3.4 m.p.h.

A test of the brakes showed that the car could be brought to a standstill from 30 m.p.h. in 38ft. but, although that result is satisfactory, it seemed that the brakes were not quite equalised, and probably even better figures could be obtained.

The first test of maximum speed in top gear was made with the help of a flying start on a slight down grade. The speedometer recorded 65 m.p.h. as the car came on to the level, and for a considerable distance held steady at 65 m.p.h., again touching 65 towards the close of the run. A second test conducted on another suitable stretch of road gave similar results. One would say, therefore, that its effective maximum speed is not less than 60 m.p.h. In second gear, the highest speed was 40 m.p.h. The total distance covered was 50 miles, and the fuel consumption was only 12 pints, which means, in other words, that, despite the adverse influence of hill climbs and trials of speed, the petrol mileage of the Rover roadster, which weighs 18cwt 1qr, was 37.3 m.p.g.

The price of the roadster is £310, plus sales tax.

VISITORS TO STUDEBAKER FACTORY.

SEVEN THOUSAND IN A YEAR.

The layman's interest in the mysteries of modern automobile manufacture is shown by the large number of visitors to the Studebaker factory each year, according to the Hong Kong Hotel Garage, Studebaker dealer here. "During 1931, no less than 7,105 people stole a glimpse 'behind the scenes,' an increase of 10.7 per cent. over the previous year," he said. "The visitors represented twelve countries scattered throughout the world. Of the countries outside the United States, whence 59 visitors came to inspect Studebaker's modern manufacturing methods, Canada led with 45. Hawaii, Canal Zone, Czechoslovakia, Denmark, England, Germany, Holland, Estonia and Porto Rico were also represented, while South Africa likewise had its quota.

"Visitors from the United States totalled 7,046. They represented every state in the Union. Indiana, Studebaker's home state, was represented with 3,880 visitors, many of whom were students at the University of Notre Dame where a visit to the Studebaker factory is a regular feature of the engineering curriculum.

"Two regular inspection tours are conducted daily, except Saturdays and holidays. Uniformed guides escort visitors through the different Studebaker plants, explaining features of particular interest in the building of the modern motor car. Studebaker buses carry the visitors between the Administration building and the various plants. Approximately two hours are required to complete the tour."

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(Published by the Hong Kong Daily Press, Ltd.)

First edition 1862, revised and enlarged annually

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SIAM
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NOTICE

ALL HONGKONG AND KOW-LOON FIRMS whose names appeared in the 1932 Directory, have recently been sent a circular asking for corrections for the 1933 edition.

IF YOU HAVE NOT YET RETURNED THIS CIRCULAR, we would be very grateful if you would correct and return it at your earliest convenience.

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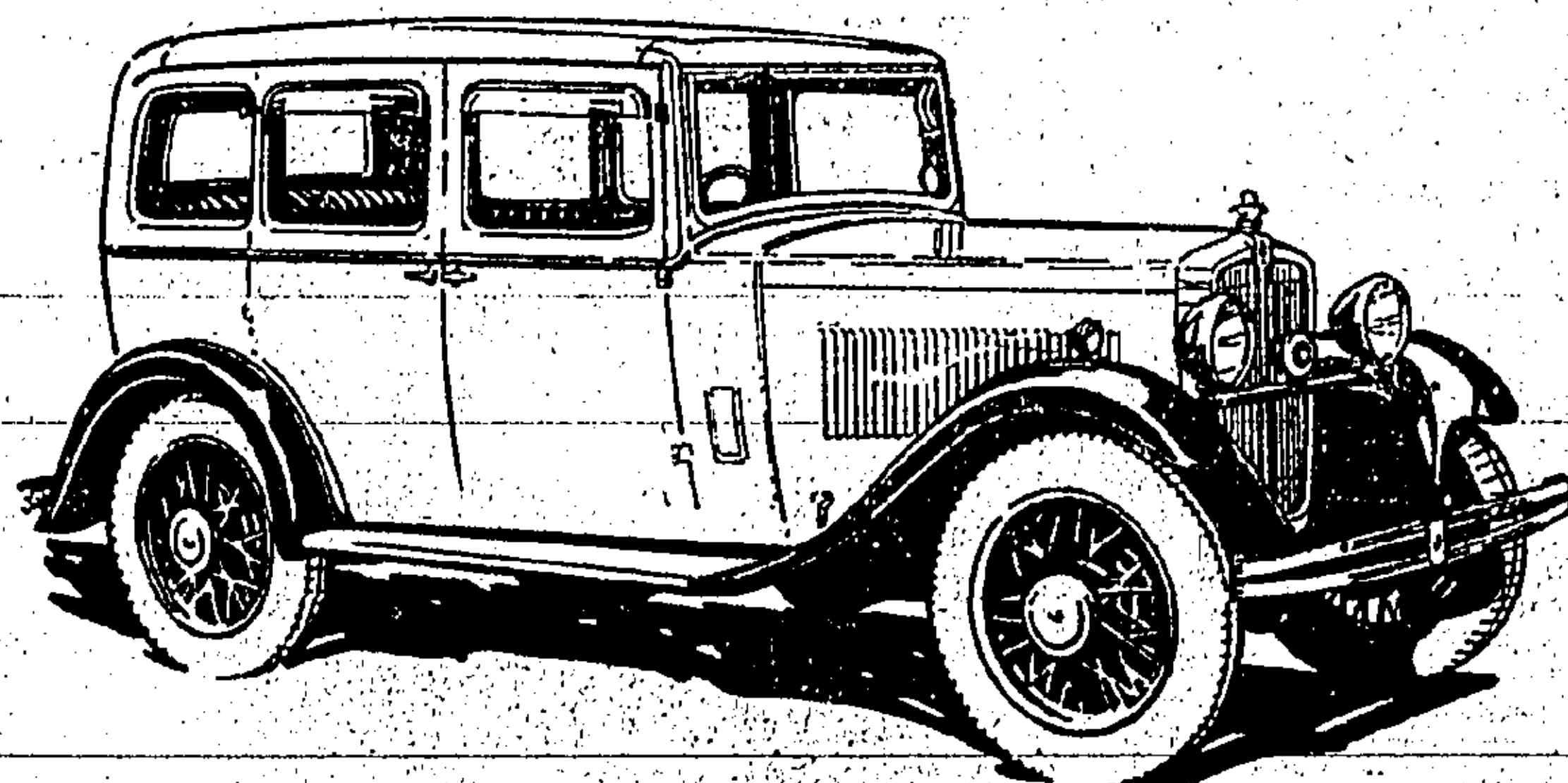
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OXFORD AND CAMBRIDGE CRICKET.

(Continued from Page 10.)

are at my disposal, cease. I have now to rely upon the meagre details in the newspapers sent out by cables which are barren of all but hundreds and big bowling feats. It was at this point that the Oxford programme at the Parks was completed. So far B. W. Hone (Adelaide University and New College), a Blue in his second year and T. M. Hart (Strathallan and B.N.C.) also a Blue of Hone's year, had not turned out. The former is a magnificent bat, while Hart seems to be a general all round man. He is spoken of as a fast bowler but did not go on in the last year's Varsity match in which he made fourteen going in number nine. At this period one can be reasonably sure of most of the team as five Blues had been awarded. The suggested batting order is F. G. H. Chalk, R. H. J. Brooke, B. W. Hone, A. Melville, number 5, H. G. Owen Smith, E. N. Evans, number eight, E. A. Barlow, P. C. Oldfield and A. R. Legard. Unfortunately the tour is so barren of details one has no real light as all the names mentioned are in the above nine.

The Tour.

In their first away game Oxford accomplished a very creditable performance in beating Essex by two wickets. The County made 344, to which Oxford replied with 317. Essex then declared at 241 for 4 wickets and Oxford got the runs for eight wickets. No one did well enough to get into print.

Oxford next beat the M.C.C. (but we don't know how strong they were) by 156. R. H. J. Brooke got another century, 140. Their scoring 311 and 201 was heavy.

The Oyal Draw.

The usual glut of runs and consequent draw took place at the Oval. Oxford faced 485 for 9 wickets, declared, by Surrey and made 487 (Chalk 130, Hone 108). They then concluded their season by beating Leveson-Gower's eleven (strength unknown) by ten wickets. They put up a first innings total of 317, of which Brooke scored a hundred and 13 runs. His brilliant success has only come to him in his fourth year, but he has made four hundreds in first class cricket, which is as many as any one this year except Sutcliffe, and he made them before June. His score in the Varsity match will be awaited with interest.

The Vacant Places.

There remains the question of the two vacant places. It appears to have been the considered opinion at Oxford at the beginning of the tour that the fifth place lay between W. O. B. Lindsay and Van der Bijl. In view of the fact that after a late start Lindsay has played two good innings, and of the fact that (a) he has prior experience of Lord's and (b) that he is a reserve wicket-keeper, I feel pretty sure that the place will go to him if fit. The success of his batsmen will, I imagine encourage Melville to fill up his last place with a bowler, without bothering so much about his batting. There is the more reason to suppose so as both Barlow and Oldfield have shown distinct signs of getting runs. This would perhaps militate against T. M. Hart's inclusion as he did nothing last season for the Varsity in the bowling line. I imagine R. M. R. Scott—who, frankly, I fail to trace anywhere though I know he is a Senior—and J. H. Linnell, of Trinity. It is a curious thing that both these men—who have been tried at least twice this season do not seem to have played in any Seniors or Freshmen's match. I rather fancy Scott's chances for the final place.

Cambridge's Record.

In view of the great amount of labour involved in tracing all the names I have decided to hold over the second half of this article until Friday. Cambridge are much harder than Oxford and I hope to get another mail in. Cambridge then appears in Friday's issue.

R. ABBITT.

TENNIS LEAGUE.

CHINESE R.C. CONSOLIDATE POSITION IN "A" DIVISION.

RECREIO IN WINNING VEIN IN "C."

[BY "SALADIN."]

No less than four matches were decided yesterday in the Tennis League. The principal match proved to be the meeting of Kowloon Cricket Club and the Chinese Recreation Club in the "A" Division. Although the latter started favourites, they had to go all out to win; their opponents very nearly bringing off an upset. The struggle for sets proved to be very interesting, and at the end of the second round, each side had scored 8 sets, but after some exciting play in the beginning of the third round, the Chinese emerged with 2 sets to their advantage.

In the "C" Division, the Recreation added another two points to their credit at the expense of the Kowloon Indian Tennis Club, who had only two pairs represented. In consequence Recreation received a walk-over in the sets. The Portuguese are now at the top of the League Table, and and rival the Chinese Recreation Club for the Shield. In the same division, Kowloon Cricket Club scored their first victory by overcoming the Radio Sports Club.

The fourth match was between the Portuguese and the Indians, which resulted in a win for the latter by the odd set.

The results follow:—

"A" DIVISION.

KOWLOON C.C. v. CHINESE R.C.

On their opponent's court, the Chinese Recreation Club beat the Kowloon Cricket Club by 2 sets.

Scores:—
E. C. Fincher and E. F. Fincher (K.C.C.)
beat M. W. Lo and M. K. Lo
lost to Ho Ka Lau and Yew Man Kit
lost to Tsui Wai Pui and C. C. Chiu
Hyde and Guest (K.C.C.)
lost to M. W. Lo and M. K. Lo
lost to Ho Ka Lau and Yew Man Kit
beat Tsui Wai Pui and C. C. Chiu
F. Read and G. C. Burnett (K.C.C.)
drew with M. W. Lo and M. K. Lo
lost to Ho Ka Lau and Yew Man Kit
beat Tsui Wai Pui and C. C. Chiu
Kowloon C.C. 3½ sets.
Chinese R.C. 5½ sets.

"C" DIVISION.

RECREIO v. K.I.T.C.

Playing at home, the Portuguese beat the Indians by 6 sets.

Scores:—
J. J. Remedios and J. Goncalves
beat M. Mahan Singh and I. Mahan Singh
beat Capt. Gore and Firdos Khan
walk-over from 3rd pair ...
Dr. A. P. Gutierrez and H. A. Noronha
beat M. Mahan Singh and I. Mahan Singh
drew with Capt. Gore and Firdos Khan
walk-over from 3rd pair ...
B. T. Gonnano and G. A. Noronha
lost to M. Mahan Singh and I. Mahan Singh
beat Capt. Gore and Firdos Khan
walk-over from 3rd pair ...
Recreation 7½ sets.
K.I.T.C. 1½ sets.

KOWLOON C.C. v. RADIO S.C.

On their own courts, the Kowloon Cricket Club beat the Radio Sports Club by the narrowest possible margin.

Scores:—
R. B. Hambly and A. E. Collins (K.C.C.)
beat D. W. Waterton and William Wu
beat R. Cowen and Wm. Chanson
beat G. Singh and Y. Y. Lam
7-5
(Continued on next column.)

V.R.C. WATER POLO.

INTER-MEMBERS LEAGUE COMMENCES.

With the absence of an inter-club water polo league, the V.R.C. have organised an inter-members league, the games being played in the clubs bath.

The idea received the full approval of the members and six teams were formed from the entries; the teams being captained by Messrs. L. Roza Pereira, H. M. Remedios, E. Zimmern, C. B. Roza Pereira, J. R. Soares and D. Laing.

Yesterday's Game.

Yesterday evening the opening game was played between "A" Team (L. Roza Pereira, captain) and "B" Team (H. M. Remedios, captain). The result was a win for "A" Team by 2 goals to nil. Goal scorers were J. Remedios and E. Lawrence.

The game was watched by a large number of members and their friends.

The standard of play was good considering the inexperience of the players.

The League fixtures are given below:—

Inter-Member Water Polo League Fixture.

July 11 (Mon.)—"A" v. "B"
" 13 (Wed.)—"C" v. "D"
" 15 (Fri.)—"E" v. "F"
" 18 (Mon.)—"A" v. "C"
" 20 (Wed.)—"B" v. "E"
" 22 (Fri.)—"D" v. "F"
" 25 (Mon.)—"A" v. "D"
" 27 (Wed.)—"B" v. "F"
" 29 (Fri.)—"C" v. "E"
Aug. 1 (Mon.)—"A" v. "E"
" 3 (Wed.)—"C" v. "F"
" 5 (Fri.)—"B" v. "D"
" 8 (Mon.)—"A" v. "F"
" 10 (Wed.)—"B" v. "C"
" 12 (Fri.)—"D" v. "E"
(All Teams Start at 6.45 p.m.)

LAWN BOWLS.

OPEN SINGLES CHAMPIONSHIP.

The following matches in the Open Singles Championship were decided last evening:—

On Club de Recreio Ground.
O'Sarrell beat West 21-20
Whitta beat Alderman 21-19
On the Grahengower C.C. Ground.
Hyde Lay beat Gregory 21-14
Fraser beat Knight 21-6

J. S. Smith and H. Crabbe (K.C.C.)
lost to D. W. Waterton and William Wu 2-6
lost to R. Cowen and Wm. Chanson 2-6
lost to G. Singh and Y. Y. Lam 2-6
G. W. Greene and R. S. Capell (K.C.C.)
beat D. W. Waterton and William Wu 6-1
beat R. Cowen and Wm. Chanson 6-4
lost to G. Singh and Y. Y. Lam 3-6
Kowloon C.C. 5 sets.
Radio S.C. 4 sets.

MIXED DOUBLES.

The Club de Recreio engaged the Indian Recreation Club at home, and did very well to register a defeat by the odd set.

Scores:—
E. A. Noronha and Miss C. Botelho
lost to H. D. Rumjahn and Miss R. Rumjahn 2-6
beat I. M. A. Razack and Miss Geeks 6-1
lost to S. A. Rumjahn and Mrs. McCaw 1-6
A. U. Remedios and Miss E. da Rocha
beat H. D. Rumjahn and Miss R. Rumjahn 6-2
beat I. M. A. Razack and Miss Geeks 6-2
lost to S. A. Rumjahn and Mrs. McCaw 2-6
C. A. Barretto and Miss M. M. Alves
lost to H. D. Rumjahn and Miss R. Rumjahn 2-6
lost to I. M. A. Razack and Miss Geeks 2-6
beat S. A. Rumjahn and Mrs. McCaw 6-4
Recreation 4 sets.
Indian R.C. 5 sets.

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**HARD LABOUR FOR
"RECEIVER."****SEQUEL TO CITY
BURGLARY.**

The theft of fountain pens and pencils to the value of \$800.00 from the Lun Cheong Co. at 54, Des Voeux Road Central had a sequel at the Central Magistracy yesterday when a Chinese was charged before Mr. Wynne Jones with receiving the stolen articles.

Outlining the case for the prosecution, Inspector J. Murphy stated that on the night of June 13 the Lun Cheong Co., at 54, Des Voeux Road Central, was broken into.

On the 25th of the same month, acting on information received, the police went to defendant's house at 25, Lower Lascar Row. On being interrogated, defendant at first replied in the negative, but on being pressed, he sent a woman out who returned in a few minutes with the fountain pens and pencils tied up in two bundles.

When defendant was later charged with receiving the stolen articles he stated that he had bought them from a man (who had since been charged) for \$90.00. The articles he bought—72 fountain pens and 12 pencils—were valued by the complainant at \$800.00. Mr. Murphy concluded by saying that he proposed to call evidence to prove that other stolen property had been found in defendant's house about two or three months ago.

After hearing evidence from several witnesses bearing out Mr. Murphy's opening, his Worship decided to convict, and in sentencing defendant to six weeks' hard labour remarked: "If there are no receivers there would be no thieves."

**EUROPEAN OPIUM
CARRIER.****GIVES REVENUE OFFICERS
"THE SLIP."**

"I have nothing to say," said George Alexander Carter, a seafaring man, when he was charged before Mr. J. A. Fraser at Kowloon Magistracy yesterday with having in his possession a quantity of opium valued at \$28,800.

It was stated that Carter was bringing three trunks ashore from the s.s. Kashima Maru, when he was accosted by Revenue Officer Brown who requested that the boxes be taken to the Import and Export Office. This was done, Carter accompanying the officer.

When asked to open the trunks, Carter asked that he be allowed to go for the keys and a Chinese officer was duly sent along with him. On the way, Carter managed to give him the slip, and when Revenue Officer Brown was told about this, he immediately ordered that the trunks be broken open. This was done and the boxes were found to contain opium. Carter was eventually arrested in the St. Francis Hotel public bar.

Carter told the Court that he had been out of a job since 1928. He added that the boxes did not belong to him. They were not the boxes he had taken to Singapore (it was stated that the defendant went to Singapore on the Terukuni Maru and not being allowed to land there he returned on the Kashima Maru).

Sentence of six months' hard labour or \$10,000 was passed on the charge of possession while an additional six months' imprisonment was passed on the defendant for eluding arrest.

**FUNERAL OF MR.
WOO HAY TONG.****LARGE GATHERING PAYS
RESPECTS AT CAROLINE
HILL.****OVER A THOUSAND PRESENT.**

The funeral of Mr. Woo Hay Tong, the comrade of Messrs. Butterfield and Swire, who was shot by his nephew in the offices of Messrs. Butterfield and Swire on June 17, took place yesterday afternoon and was attended by a large circle of friends of the family. It is estimated that over a thousand people were present at the funeral.

The procession started from Mr. Woo's residence at 10, Kennedy Road, at 2 p.m. and proceeded via Kennedy Road, Queen's Road East, Arsenal Street and Hennessey Road to Caroline Hill.

Thousands of Chinese lined the route to watch the funeral procession which was headed by the Pipe Band of the 1st Regiment, followed by members of the St. John Ambulance Brigade, including members of the Nursing Division, Boys Scouts and students from free schools of which Mr. Woo Hay Tong had been a benefactor. Representatives of various guilds directly connected with business in which Mr. Woo Hay Tong was interested were also present in large numbers. The coffin was borne on the shoulders of thirty-two bearers and was draped in scarlet silk, with four artificial stalks, one on each corner of the coffin with a scarlet globe resting in the centre.

Those Present.

In addition to members of the family, numbering over a hundred there were present at the funeral the Hon. Mr. W. E. L. Shenton, the Hon. Mr. R. H. Kotewall, C.M.G., Hon. Mr. T. N. Chau, Hon. Mr. A. E. Wood, Hon. Dr. S. W. Tso, Mr. Ho Wing, Mr. G. P. de Martin, Mr. Li Yau Tsun, Mr. K. E. Grieg, Mr. J. R. Masson, Mr. J. D. Danby, Mr. C. C. Hickling, Mr. F. D. Roberts, Rev. Brother Aimer, Mr. H. R. Forsyth, Mr. Eu Tong Seng, Mr. H. K. Hung, Mr. Kwok Siu Lau, Mr. Ho Kwong, Mr. Mok Kon Sang, Mr. A. Morris and Mr. T. Laurensen.

In accordance with Chinese custom most elaborate arrangements were made at Caroline Hill for the comfort of people attending the funeral. A large number of motor cars were parked at Caroline Hill Road and at the entrance to the Cemetery grounds, a large stall was erected where cold drinks were served. Those attending the funeral, again in accordance with Chinese practice, were given a white handkerchief and a Chinese envelope containing money (*laissez*). The coffin was borne to a specially erected platform which accommodated the majority of the large gathering attending the funeral. Here, after a brief ceremony, those attending the funeral bowed to the coffin and left.

Public Benefactor.

The late Mr. Woo Hay Tong, who had been for over thirty years with Messrs. Butterfield and Swire, was very prominently identified with various works of charity and amongst the large gathering which attended the funeral were representatives from various charity organisations. The late Mr. Woo leaves a widow, five sons and several daughters.

There were several hundred wreaths, mostly from Chinese firms and institutions. There was a wreath from His Excellency the Officer Administering the Government, Hon. Mr. W. T. Southorn. The different departments of Messrs. Butterfield and Swire also sent wreaths, as did the Fong Bin Hospital, Samahui Commercial Association, St. John Ambulance Brigade, and Chinese Boys Scouts.

**INDIAN CIVIL
SERVICE.****WORK "MORE STRICTLY
ADMINISTRATIVE."****SIR SAMUEL HOARE'S
STATEMENT.**

The Secretary of State for India, Sir Samuel Hoare, was the guest of honour at the annual dinner of the Indian Civil Service held at the Trocadero Restaurant, London on June 9, and made an important statement on the present position and future of the Service.

Sir Hugh Stephenson, who retired a few weeks ago from the Government of Bihar and Orissa, was in the chair. He said that the Service had been passing through wearisome years of anxiety and unrest. Its members would be glad to be relieved of politics (they did not suit most of them), but what they wanted to know was whether they were to be allowed to continue their work of administration. He was certain in his own mind that if the I.C.S. disappeared the administration would crash. His conception of the part that the Service should play in the future constitution of India was that of a strong, impartial, independent administrative service, carrying out a policy for which it was not responsible. They would provide the permanent heads of all administrative departments; their advice would be available to the Government of the day and would not lightly be disregarded. If such a prospect could be put before the Service he believed their doubts would be removed and their willing cooperation would be secured.

Sir Samuel Hoare recalled the observation of Mr. H. G. Wells that the Indian Civil Service (now consisting of about 800 Europeans and 430 Indians) was one of the great "discoveries" of the nineteenth century. But it went further back; it was the oldest Civil Service in the world. For centuries the predecessors of his hosts were a Civil Service before "these upstarts of Whitehall" were ever heard of. Great men gathered around its progress, foremost among them Warren Hastings, whose bicentenary they were celebrating this year. During the last 150 years, however, the Service had built up a record that not even Warren Hastings with his far-sighted vision could ever have conceived to be possible. They had given India justice such as the East had never known before; they had saved India from the appalling calamity of famine; they had attempted, and not without success, though in the face of great financial difficulties, to develop the rural life of the villages and to save the cultivator from the rapacious claws of the moneylender.

"Nervous of the Future."

To-day, in spite of this great record, they were nervous of the future. They had been called upon to make heavy personal sacrifices and were faced with a quickly changing world in which the old landmarks were gradually disappearing. They asked themselves whether it was worth their while to go on in service in which the prospects seem so uncertain, and whether they could advise their sons to follow their steps. He was not surprised at this, but he suggested certain considerations before they gave a verdict upon which so much of the progress and happiness of India depended.

The change in the conditions of service was not new; it came years ago when political institutions were first set up in India. It was then that the civilian was first called upon to play the almost impossible difficult role of administrator and politician combined. If he saw the future of public life in India correctly, their great service would become more strictly administrative—it would be more specialised and more differentiated. This change would be in harmony with what was happening in every progressive country in the world. But unless the clock of progress was to be put back for generations in India, there must for many years to come be a keen demand for the expert knowledge and specialised advice that the I.C.S. would be able to provide.

As to fears about the near future, he assured them that the British Government was going to keep in the letter and the spirit every contract that had been made with them. He would carry out his statutory obligation to safeguard

**NEW MILL FOR
BAGUIO.****BENGUET MINING CO.'S
ENTERPRISE.**

The Benguet Exploration Mining Company, owner of the Contact Mine, in Baguio, is placing bids with various Manila machinery concerns for the installation of a 60-ton cyanide leaching plant.

The new mill will be used as a pilot mill to treat surface and underground ores. Further installations are planned for the future. Some of the materials already have been purchased, it is understood. The plant is to be built during the rainy season and will be ready to operate about December 15.

This will be the first milling operation started by the company, which is comparatively new, organized about a year ago. The mine property lies south of the Balatoc and Itogon mines.

A large compressor will be installed on the Contact property, and a 3,000-foot tunnel driven to ascertain the location of one of the main veins. It is explained that this vein is cut off by a large earth fault, and it is necessary to drive through the fault in order to pick up the vein on the other side of it and continue survey work.

An operating plant of 100 to 150-ton capacity is to be installed later if and when the vein is picked up.

The Benguet Exploration is the first among several new mining ventures in the Benguet district to proceed with installation. All of these new companies have been organized within the last two years.

The company owns four properties. One is the Balatoc Extension, a group of claims between the Balatoc and Itogon mines; another is the Contact Mine, located south of Balatoc and Itogon; still another is the Prospector Group, adjoining the Hartwell Hill properties of the Benguet Consolidated, and the Gold Hill property of the Gold Hill Mining Company. The fourth is the Thanksgiving Group, on the Benguet Road, midway between Camp 6 and the Zigzag Gate.

The Contact vein carries gold assaying at \$20 and 22 per cent. of zinc, according to bureau of science assay reports.

It is stated that a local Japanese firm is interested in purchasing the ore from this mine if the local tariff does not make it prohibitive. A group of Manila financiers is also considering a purchase, it is understood.

H. P. Whitmarsh is president of the Benguet Exploration Company; J. H. Sampson, general manager and engineer; and Frazier Brown, vice-president, acting president in the absence of Mr. Whitmarsh.

their interests. Greater even than the statutory obligation was the moral obligation he and every other Minister, and, indeed, every M.P., owed to men who had served the Empire so bravely, brilliantly, and unselfishly. Parliament would pass no Bill that did not, to the best of their ability, safeguard their rights and maintain the obligations entered into with them. They had given their word and intended to keep it. There was no self-respecting Indian who would not despise them if they failed to do so.

British Opportunity.

It was his considered view—and, indeed, the view of responsible and respected Indians—that for many years to come there would be insistent need for expert administrators such as themselves. Four of the wisest and most respected civilians of the day—the chairman, Sir Charles Innes, Mr. H. G. Haig, and Mr. Emerson—had sent their sons into the Service. This was an outward and visible sign of their belief that, though the mode of life and the methods of government might change, there was as enthralling a career and as wide an opportunity for British men of brains and enterprise in the Service as ever there was in the heroic days of the past. If we listened only to the critics and the pessimists, he did not believe that we could go on living at all. He was fully conscious of the great difficulties which faced them on every hand, but if he thought that there was an irreconcilable gulf fixed between Great Britain and India he would not be engaged upon his present task. Because he believed that harmony would be achieved he was certain that if once they set their eyes upon the future rather than fix them morbidly upon the wrangles of the past Indians would need our help just as we should need theirs in solving the momentous problems that faced the British Commonwealth of Nations.

**M.C.L. CROSS-WORD PUZZLE
COMPETITION.**

A series of Cross-word puzzles, six in all, will appear in the South China Morning Post and the Hong Kong Daily Press in July, August and September next.

They will be published once a fortnight, the next appearing on July 21st, and the others on August 4th and 18th, and on September 1st and 15th.

The entrance fee will be \$5. for the series. A prize of \$50 will be given to the competitor who solves all the puzzles correctly or with the fewest mistakes.

In the event of more than one competitor tying, the prize will be divided.

The balance of the entrance fees will go to the funds of the M.C.L.

Entrance fees which will be duly acknowledged must accompany the first solution sent in.

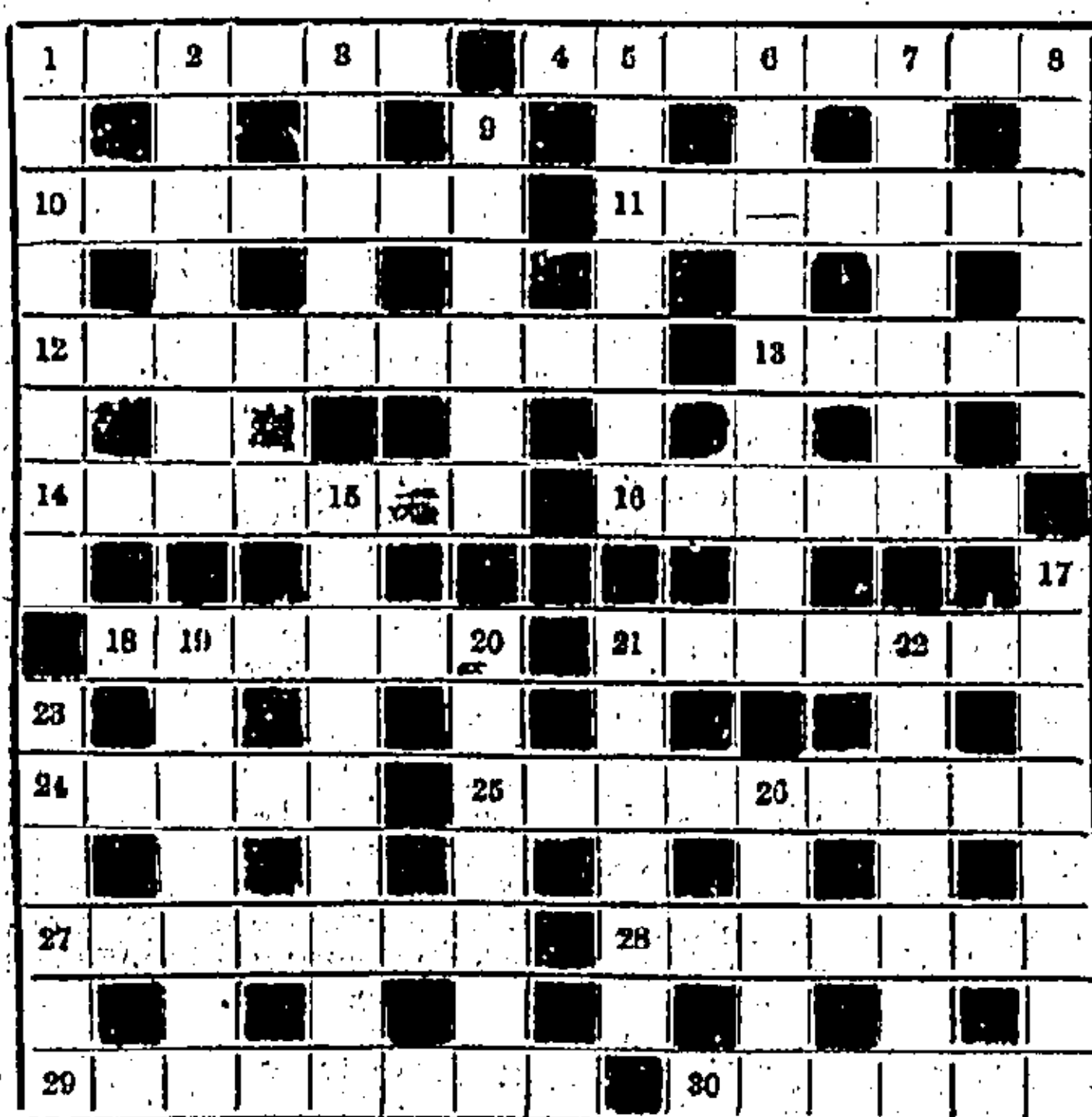
The competition will be in the hands of a judge who will enter into no correspondence concerning it and whose decision will be final.

The correct solution of each puzzle will be published in the same issue of each paper as that in which the next puzzle of the series appears.

Entrance fees and solutions are to be sent to "Judez," c/o the Helena May Institute, Hong Kong, and envelopes must be marked "M.C.L.X. Word" in the top left hand corner.

No competitor may send in more than one solution of any puzzle. Every solution must reach the judge within 5 days of the publication of the puzzle.

Date of first puzzle—July 7th.

**Horizontal.**

- 1.—He doesn't get into hot water; just the reverse.
- 4.—This campaigner has little credit with the States at first.
- 10.—Ten? Not I (anag.).
- 11.—You can find this house by a tube.
- 12.—I am a rut (anag.).
- 13.—Absent from the force; but not off the beat.
- 14.—For offence or defence.
- 15.—Send out a late drink.
- 18.—I'm on agreement with this meeting.
- 21.—He often follows the field.
- 24.—Possibly a German about fifty.
- 25.—A one-armed quadruped.
- 27.—One may at the iron-monger's—on does in the playground.
- 28.—Wander after material for censure.
- 29.—Even the neediest can pay these.
- 30.—Prize poles.

Vertical.

- 1.—An old thief.
- 2.—Must one live abroad in open sin?
- 3.—A new world plant.
- 5.—Tale of a broken vessel in the City.
- 6.—A musician with grit gets the bird.
- 7.—He has considerable powers of penetration.
- 8.—An old 1 across.
- 9.—Crediting proverbially.
- 15.—The hairdresser can't give you this tho' he gets near it.
- 17.—In charity overturn the scene of divorce.
- 19.—Their job, if not fighting, is a daily grind.
- 20.—Was Gloria ill during this crossing?
- 21.—These to his—since he held them dear.
- 22.—Mound.
- 23.—English counterpart of 24.
- 29.—Station.

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OWING to danger of Floods, Owners of Cargo consigned to River Ports, Hunan Line Ports and Lake Ports, are warned that goods lying in the godowns of the undermentioned Steamship Companies are at their own risk, and are advised to take such measures as they may consider advisable to safeguard their goods.

Any steps taken by the shipping companies to safeguard such cargo will be taken at the risk of cargo-owners, and any extraordinary expenses so incurred will be collected against delivery.

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Offers should be sent to reach the office of the O.C., R.A.S.C. Queen's Road, not later than 10.00 a.m., on Friday, 15th July, 1932.

NOTICE.

NOTICE is hereby given that a Merger has been effected between Boyd & Co. Ltd., Shanghai, and Boyd & Co. Amoy, and the business of these firms in Shanghai, Foochow, Amoy and Hongkong will in future be carried on under the name of Boyd & Co. Ltd. A British Firm incorporated under the Hongkong Companies Ordinance.

There will be no material change in the activities or policy of the Firms as the direct control remains in the hands of Messrs. F. E. & J. E. SMITH as heretofore.

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[2360]

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IN
**ANTONY
AND
CLEOPATRA**
SHAKESPEARE
WROTE

"Epitaphs Cooks sharpen with cloyless sauce his appetite."—Down's that sound great? Boy, if I could just get the once over on that guy Shakespeare. I'd tell him he'd spit a plateful. Why, I reckon he knew something 'red hot in the way of sauce and pickles himself, the old play actor! But he'd have fair beat his third volume if he'd known what I do about Macbeth's!

Pan-Yan
The King of Pickles

GILMAN & CO., LTD., AGENTS.



DEATHS.

BOTT.—On July 2, at Bristol, England, the result of an accident when playing polo, Captain N. A. Bott, M.C., B.C.M., M.A., age 36, late Suffolk Regiment and formerly Manager Greyhound Racing Club, Shanghai.

HANDELSMAN.—At the Shanghai General Hospital, on June 6, JACOB JOHN HANDELSMAN, formerly of Manila.

WILEY.—On July 8, at Shanghai, WILLIAM WILEY, aged 37 years.

LEE.—On Saturday, July 9, at the Shanghai Sanatorium, Mrs. IYING, wife of WILLIAM YINSON LEE, aged 40 years.

ACKNOWLEDGMENT.

Mrs. Woo Hay Tong and family tender their heartfelt thanks to all relatives and friends for their kind expressions of sympathy as well as for floral tributes sent and attendance at the funeral.

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The Daily Press.

Hong Kong, July 12, 1932.

BRITAIN'S ROAD AND RAIL TRAFFIC.

The rivalry between road and rail transport in Great Britain has become so serious that some measure of co-ordination between the railway companies services and those of the motor companies is becoming imperative. The Government has recognised this and a Committee on Transport is now considering the problem. The question has become more difficult because of the rapidity of modern scientific and technical developments. For a long time the railways held undisputed sway: When they were built they were adapted to a condition of affairs where the average speed of vehicles on the road was seldom greater than six or seven miles an hour. Road traffic was thus local in character and complementary to—not competitive with—the railways.

This state of affairs lasted for so long that there was a tendency on the part of the railway companies to regard it as fixed. They developed a form of commercial conservatism which was a handicap when the new forces were turned against them. The internal combustion engine may have seemed a mere toy in comparison with the railway locomotive when it was first invented; but modern science adapts and improves at a rapid rate now-days, and the motor-buses and

motor-trucks soon became a powerful factor in the transport of passengers and goods.

The effect on British railways may be gauged from statistics recently published in *The Times*; though it should be noted that, in addition to the losses suffered by the railways from road competition, there have been further losses due to trade depression. Gross receipts on the railways during 1931 showed a fall of over £14,000,000 on 1930, following a decline of over £10,000,000 on the previous year. These losses were offset to the extent of about seventy-five per cent. by a reduction in working expenses, with the result that the net revenue in 1931 was only about £4,000,000 less than in 1930. Dividends were considerably reduced, and although the railway companies kept up the high standard of payment and working conditions for their employees, they reduced staffs in some cases and in others they economised by taking on no new men when their old employees died or left their services.

Another standard by which the decline in railway working may be judged is that relating to passenger journeys. Between 1923 and 1930, according to *The Times*, the "total number of journeys made declined from 1,319,000,000 to 1,101,000,000, and the journeys at full fares much more steeply from 415,000,000 to 139,000,000. . . . The actual receipts fell steadily from £70,400,000 in 1925 to £31,700,000 in 1929, and £23,000,000 in 1930." An analysis of the type of journey shows that, in spite of the lowering of fares by cheap excursion and other facilities the railways have not been able to attract a compensating increase in the number of passengers.

A large proportion of the decline in passenger receipts is due to the loss on branch and local line traffic. Here the motor-bus is able to give a more convenient door-to-door service, especially in rural areas. In consequence the railways have been compelled to close a number of branch lines, either wholly or in part. In addition the railway companies have lost a considerable amount of long-distance passenger traffic to the roads. In this case the question is one purely of price, for railway travelling on long journeys is certainly quicker and more comfortable, but it is dearer than by motor coach. That the general decline is due to road competition may be regarded as certain owing to the fact that between 1925 and 1930 the number of motor passenger vehicles, private and public, has more than doubled. It is impossible to give figures showing the results of motor competition on railway goods traffic. There are no exact bases for comparison. The facts do show, however, that a similar decline has occurred as in regard to passengers. And here again the question of cost has favoured the motor-owner. It should be remembered that the railways have to a considerable extent been handicapped by Government control as to what they may or may not do, and the rates they may charge, but now the motor-owners are to be brought into line in some respects.

To meet the changed conditions the railways, which first had to obtain Government sanction, are now evolving a new type of co-ordination between road and rail-transport. The investments of the four railway companies in road transport undertakings amounted by the end of 1931 to about £9,700,000, and much has been done to improve facilities, by co-ordinating these omnibus services with those of the railway trains. Obviously this is the right line of development. Except for very heavy traffic, the road has displaced the railway for short distances, mainly owing to the convenience of its door-to-door services. For long distances the railway is still the better in almost every regard. Co-ordination, not competition, is the right national policy; and it is hoped that a comprehensive national scheme will evolve out of discussions between representatives of all the various interests concerned.

★ News and Views ★

Where Credit's Due.

More noise issues from the propeller of an airplane than from the engine, it is said. That's all right as long as the engine still gets the credit.

15 Per Cent.

Delays in traffic jams help to burn up 15 per cent. of the gasoline in the average city motorist's tank, it is said. Will the mathematician now figure out the percentage of the drain on storage batteries from the automobile horns of drivers away back in the lines!

The Better Way.

A Washington store offers a combination piano, writing desk, bookcase and radio. One wonders, however, what opportunity would be left for reading.

"L.G.'s" Favourite Picture.

Mr. Lloyd George's favourite picture is a war photograph taken at Haig's G.H.Q. during the battle of the Somme. It shows Haig, Joffre, Albert Thomas (then French Minister of Munitions), and Mr. Lloyd George, who alone survives of the group.

The faces of both generals and statesmen are singularly expressive. Joffre, who had just promised Lloyd George that on the morrow the French cavalry would attack and break through the German defences, looks optimistic.

Haig, who had translated Joffre's arguments, shares the French commander's optimism.

The two civilians, Lloyd George and Albert Thomas, look sceptical. Neither then nor later in the war, they had argued, would the cavalry break through. History proved that their scepticism was justified. The photograph adorns Mr. Lloyd George's office in Thames House.

A Lucky Barrister.

Mr. Gilbert Beyfus, the barrister, who drew Orrell in the Irish Sweep, a well known in theatrical circles. The news of his luck reached Mr. Beyfus while he was in court. This recalls the story of a barrister who was handed a telegram with good news from the race-course while he was addressing the jury.

In his surprise he exclaimed aloud: "Silvo's won, and I've won!"

Whereupon Mr. Justice Hawkins, who was trying the case, sternly rebuked him. Counsel apologised and the judge remarked, "It is most improper, and I trust it may never occur again."

Then he whispered to the offender: "Did the telegram say what was second and third?"

Gen. Gouraud.

Gen. Gouraud, Military Governor of Paris, was in London for the Anzac celebrations. Apart from his particular links with Gallipoli, he is quite at home with the British Army generally. By reason of his ardent championship of the "ancients combattants" of his own country, he is extremely popular with the British Legion, of which he is an honorary member. He has attended conferences of the Legion here.

The Parisians, it is no exaggeration to say, love Gen. Gouraud. No doubt the loss of an arm makes a public appeal additional to the liking inspired by his amiable personality.

This influence on a crowd where trouble is brewing is electrical. On one occasion his sudden appearance on the scene of a potential Communist disturbance in the centre of the city caused the danger to evaporate magically.

Australian Politics.

An Australian correspondent writes that: A sign of the times is the remarkable interest shown by nearly everyone in the political situation. The overwhelming victory of the Lyons' Ministry has been followed by the dismissal of Mr. Lang, the rout of the Socialists in Victoria, and the discomfiture of the Lang forces in New South Wales. The improved position in Queensland, where Mr. Moore and his henchmen have performed wonders in the past two years, is an earnest of what can be accomplished in New South Wales under similar sane and honest leadership. The most notable factor is the inevitable rise in all stocks and shares, the increase in confidence and the greater industrial activity, which always follow a Socialist defeat.

Not for two years have the people of the Commonwealth been so cheerful or faced the future with greater hope and confidence.

Fencing's Demands.

Mr. Odbani, one of London's leading swordsmen, was recently asked why it is that fencing, although it is now largely practised at the "varieties and some of the public schools—notably at Eton and Stowe—does not secure an even larger number of recruits.

The answer, he thought, was that to acquire any sort of proficiency at least six years of hard, persevering study is required. Among sports it was the counterpart of piano-playing among the arts.

Moreover, constant practice is essential. Even that brilliant amateur swordsman, M. Lucien Gaudin, will never fight without a preliminary twenty minutes' bout with his instructor. With eye and hand thus tuned, M. Gaudin has proved himself over and over again to be unbeatable.

THE OPEN DOOR IN MANCHUKUO.

FOREIGNERS CHARY ABOUT INVESTMENT.

BRITISH INTERESTS IN HARBIN.

Harbin, June 28.—The arrival in Harbin of Baron Philippe de Rothschild, one of the most important financiers of France, is drawing very much attention here. The more important question is, however, whether the Manchukuo government intend to permit foreign capital to participate in the development of the country or whether Japan proposes to hold the reins in her own hands. In Japanese circles the reply is that there can be no objection to foreign capital being invested in Manchuria, but at the same time, it has already become evident that the men who are controlling the government at Changchun are not at all inclined to assist foreign capitalists and in almost all cases favour Japanese banks, merchants and industrial magnates.

Thus strict orders have been issued that all Manchukuo official buildings must be insured in Japanese companies only, and orders for many materials must be placed in Japan and not in any other country. In Harbin the entire river bank front has been taken over by the Manchukuo Government, who have given the monopoly rights to the Kokusai Unio, a great Japanese forwarding company, who always give special rates to Japanese against foreigners. The loading and discharging charges were formerly 25 cents per good, but now they are seven, while no firm is permitted to load or discharge goods with its own men. Naturally foreign houses are getting wary and wish to see how events will shape themselves before investing capital in a country where they have little chance of any return. The question then is, how much foreign capital will eventually be permitted to come into Manchuria and in what lines will it be able to find a profitable investment.

France and the C.E.R.

Statistics issued by several Japanese authorities show that next to Japan, the U.S.A. and France are principally interested in Manchuria, though it is very doubtful whether these figures are quite correct, as Great Britain is much more interested than most people suppose. The question of the participation of American capital has already been raised at Changchun, and there seems to be no strong argument against it, though nothing definite has yet been given out.

French capitalists are now beginning to show great interest, drawing attention to the fact that they have some share in the Chinese Eastern Railway, having given

(Continued on next column.)

SHANDY

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money to the Russian government for its construction, but whether they can in any way get a share now, is doubtful.

French capital might be invested in Manchuria in two ways, either by means of a government loan, or by investment in private banks, industries, etc., which would assist in the development of the country, but, in the opinion of the authorities, the first plan would be the best, as in such case, all the work connected would be carried out by the citizens of Manchukuo and only interest would be paid to France. But this view is not accepted by the French capitalists who prefer to have control of their own money, placing Frenchmen to work it in a proper manner, employing only rough labour locally. It is hardly reasonable to expect that any foreign Power can lend money to a State which has not been recognised by anyone, and which might crumble to pieces at any moment. Unfortunately French capitalists have so far not been successful in Manchuria, and it will require very open door methods to be introduced, before they will be inclined to risk further money here. The Bank Franco-Asiatique which was opened a few years ago in Harbin, and Mukden, has not had a brilliant time, the staff having already been reduced by a half and business now almost nil. The Sugiari Flour Mills which have been established here for many years, have had to close down on several occasions and even now find it difficult to make a profit, while beyond these two firms, there is at present no large French undertaking in Harbin.

Big British Interests.

Though Great Britain is not moving as regards capital for this country, she has large interests here, the huge works of the Export Produce Company being one of the largest in Harbin, after which come the British American Tobacco Co. with a large cigarette factory, and the Manchurian Company Ltd., which owns much property in the town and represents some of the largest British industries, such as Lever Bros. Limited, Huntley and Palmers, etc. Curiously enough three British fire insurance companies have lately closed their doors in Harbin owing to Japanese competition.

American interests in Harbin itself are not nearly so great as British, yet the American government are attaching so much importance to the country that the Consulate staff has been increased to a Consul General, a consul, three vice-consuls, commercial secretary, a military and naval attaché and a large staff.—N.C. Daily News.

Local and General

The Hong Kong dollar was unchanged yesterday at 1s. 3d. on demand.

Seven cases of cholera were reported over the week-end. There was also one case of enteric.

Charged before the Marine Magistrate yesterday with using his boat for the purpose of carrying prostitutes within harbour limits, a boatman was fined \$100 or three months' imprisonment.

During the month of June, 147 accidents were registered by the Traffic Section of the French Municipal Police, Shanghai. Two of these were fatal and 107 were of a less serious nature.

Sentence of one month's hard labour was passed on a Chinese house boy, employed by Mr. A. A. Dand, by Mr. J. A. Fraser, after the Kowloon Magistrate yesterday when the "boy" was charged with the theft of a cigarette case and a tobacco pouch from his employer.

Four different charges of larceny were preferred against a Chinese at Kowloon Magistrate yesterday when it was stated that he had been stealing regularly for the past two years. He was sentenced to six months' hard labour on the four counts.

The manuscript of Volume IV of Mr. Justice Feetham's Report has been received by the Shanghai Municipal Council. As this volume deals with details of internal administration and procedure, and thus is not of the same public interest as the previous volumes, it has been decided to print only 1,000 copies in English and 500 in Chinese.

Re-sealing of the Will and codicil in respect of the estate of the late Edmund Hornby Grimani (local £73,000; in England £44,315.12.2) who died in the White House, Auckland Road West, Portsmouth, on December 24, 1931, has been granted to Mr. D. J. Lewis, lawful attorney for the executors.

We are reprinting to-day the M.O.L. crossword puzzle which appeared in our issue of July 7th. The compilers notified us that there had been a slight error in their work. As a matter of fact that error was only the omission of No. 22 vertical, while 22 vertical should have read 23 vertical.

Local estate to the value of \$10,000 was left by Wong Fung Chong, alias Wong Cheong Foon, alias Wong Man Kam, blacksmith, who died intestate in the Tung Wah Hospital, California, on March 3, 1931. Letters of administration have been granted to Wong Cheung Shi, alias Cheung Ho, the widow.

The China Cotton Production Improvement Society held its first annual general meeting on July 3rd at 80, Avenue Edward VII, Shanghai, when more than 50 leading merchants and Government officials attended. Mr. Nien Lu Sen, presiding, gave a short address in the course of which he emphasised the importance of improving the methods of cotton production in China and said it was a deplorable fact that such a big agricultural country like China should have to import foreign cotton to the amount of millions of dollars each year. Various proposals were brought up for discussion.

The Moore Memorial Church in Thibet Road, Shanghai, was crowded to overflowing on Sunday afternoon when a memorial service was held for the Rev. Chiang Shih Chieh and his family and for other Chinese Christians who lost their lives during the recent Sino-Japanese hostilities. A number of speeches were given extolling the virtues of the deceased, after which special prayers were offered.

In a report to the police, a pig-breeder of Kowloon City states that while he was walking past the Hau Temple in Takuling village on Sunday afternoon he was "savagely" attacked by two Chinese. It was not stated what injuries the victim sustained but a police circular after the affair-calls for the arrest of two men who are "wanted on a charge of attempted murder." Later in the evening two Chinese were charged on an accusation of having instigated the attack.

Cheng Man Po is a contractor. He is also an undischarged bankrupt and because of that Liu Wai Sze refused to lend him \$300 on loss he could find somebody to guarantee his note. He duly got the Ben Lee Tung Kee Restaurant and Koo Yin, the managing partner thereof to endorse his note. Since then Koo has resigned his position from the firm and that was why, when Liu sought the protection of the law, he only proceeded against the restaurant. The case came before Mr. Justice Wood yesterday in the Summary Court. Mr. Lee D'Almeida was for the plaintiff and Mr. A. E. Hall represented the defendant. The sum claimed was \$300.20 and judgment was given in favour of the plaintiff with costs.

A WONDERFUL
WELCOMEBRITISH PREMIER RETURNS
TO LONDON

[BRITISH WIRELESS SERVICE.]

RUGBY, July 10.

THE Prime Minister, Mr. Ramsay MacDonald, was accorded a most enthusiastic welcome when he returned to England to-day from Lausanne.

He was accompanied by the British Ambassador, Lord Tyrrell, on his journey from Paris to Boulogne, and the Mayor of Folkestone welcomed him in the presence of a large crowd as he came ashore.

It is estimated that five thousand people thronged the approaches to Victoria Station to greet the Prime Minister in London, where he was welcomed on behalf of the King by Sir Olive Wigram.

Mr. Stanley Baldwin and other members of the Cabinet then extended their greeting, warmly congratulating the Premier on the success of the conference.

"Strenuous Time."

Responding to the cheers of the crowd, the Prime Minister said:—"I am very glad to get back after a strenuous time on behalf of a most admirable cause with splendid colleagues. I hope it will be the beginning of confidence, hope and good, honest, hard work."

The cheering continued as the Prime Minister drove away, and another large crowd which had assembled in Downing Street gave him a great welcome when he reached his official residence.

Soon afterwards, the Prime Minister drove to Buckingham Palace, where he was received in audience of the King, who, accompanied by the Prince of Wales and Prince George, is leaving to-morrow for Weymouth for his visit to the Home fleet.

Sir Thomas Harder, the Prime Minister's medical adviser, was at Folkestone to meet him and travelled with him to London, and Mr. Duke Elders, his closest aide, awaited him at 10, Downing Street. They pointed out that in view of the tense and constant strain during the last four weeks, the effect of which was particularly apparent during the last three days of the Conference, complete rest is essential until Tuesday, when the Prime Minister will make his promised statement on Lausanne in the House of Commons. It is stated that his eyes have stood the strain of work admirably.

World Congratulations.

Large numbers of telegrams of congratulation have been received at 10, Downing Street from statesmen in all parts of the world. It is expected that the Prime Minister will leave London for Lissie-mouth at the end of the week.

Mr. Neville Chamberlain, Chancellor of the Exchequer, returned from Lausanne yesterday. In an interview, he said:—"We have had great success, and I think we may fairly say that we have got what we wanted to get. Reparation have been swept away, and we have begun a new era in which I hope the old doubts and suspicions will begin to disappear. We have our feet now on firm ground, and we go forward with confidence to attack the problems which still lie in front of us."

AIR RACE FOR
KING'S CUPCAPTAIN HOPE WINS
AGAIN

[BRITISH WIRELESS SERVICE.]

RUGBY, July 10.

CAPTAIN W. Lawrence Hope, flying a Fox Moth machine, won the King's Cup Air Race with a lead of 23 minutes and with average speed over the two days course of 1,233 miles, or 124.25 miles an hour.

It was Captain Hope's third victory in the race. His first success was in 1927 when he won on a De Havilland Moth at an average speed of 92.3 miles an hour. He repeated his victory in 1929 when he averaged 105.5 miles an hour.

The positions at the end of the second day's flying to-day were exactly as they were at the close of the half-way stage yesterday.

Prince's Plane Second.

The race is conducted under handicap conditions and some of the entrants achieved a much higher average speed than the winner, among them being the Comper Swift entered by the Prince of Wales, which finished second.

Its speed average was 155.75 miles an hour.

The best time was made by the scratch machine, the Avro Mail aeroplane flown by H. Brown. Its average speed was 167 miles hourly but it was the last to reach the finishing post.

Captain Hope flew throughout at a speed of 14 miles per hour faster than that estimated by the handicappers.

NEW CONTROVERSY
IN IRELANDGOVERNOR-GENERAL
INSULTEDBY MINISTERS OF FREE
STATE

[THROUGH REUTERS' AGENCY.]

DUBLIN, July 11.

RELEASE of correspondence between Governor-General McNeill and Mr. De Valera, in which an apology is demanded by the former for a personal affront from members of the Free State Cabinet, has caused a tremendous sensation here.

The letters are concerned with an incident at the French Legation Reception in Dublin on April 23, when two Free State Ministers walked out of the reception room on the arrival of the Governor-General, and made reference to the treatment given the King's representative during the Eucharistic Congress.

The crux of these letters is that Governor-General McNeill threatens to resign unless Mr. De Valera and his Cabinet apologise. An apology has not yet been made.

A poignant feature of the controversy is that while the Governor-General released the correspondence, Mr. De Valera telephoned to all newspapers and prohibited its publication under the Official Secrets Act.

"Offensive Conduct."

Referring to the French legation incident, Governor-General McNeill's first letter, dated April 20, protested against "the Ministers' offensive conduct." The Governor-General again wrote on May 2 requesting an apology, whereupon Mr. De Valera replied that he regarded the whole affair unfortunate and regrettable but that further than this he could not go.

On May 24, the Governor-General made reference to the Government's tacit refusal to allow him to invite prominent European Catholics as guests during the Eucharistic Congress. In subsequent letters he referred to himself as "a target for continual bad manners and calculated discourtesy."

When the Executive Council directed him not to publish the letters, Governor-General McNeill replied on July 8 that it was evident the President and Executive Council members were the only people in Ireland who thought the honourable course was a "silent acceptance" of affronts however outrageous. He added, "only you and your Council will be surprised at my decision to have an apology made to me as an alternative to my removal from office."

WAR LOAN
CONVERSION

"SPLENDIDLY ENCOURAGING" RESPONSE

[BRITISH WIRELESS SERVICE.]

RUGBY, July 10.

THE remarkable progress which has been made with the conversion of the five per cent. War Loan was described by the Chancellor of the Exchequer yesterday as "splendidly encouraging." He said his hopes were being realised. It is authoritatively estimated that including the holdings of the loan by Government Departments, all of which will be converted, more than one half of the huge total of £2,000,000,000 involved in the operation is already accounted for.

General Sir J. Seely, who is acting at the request of the Government as head of the appeal for conversion, said the response had been far greater than they had dared to hope. All but a very small proportion of the 347,000 applications so far received by the Bank of England and of the 263,600 received by the Post Office were for conversion.

HUGE CONSIGNMENT OF
SILVERDESTINED FOR LONDON
FROM SAIGON

[THROUGH REUTERS' AGENCY.]

HANOI, July 10.

NINETY-SEVEN tons of silver pieces were embarked for London on the British cargo-steamship Ortolan to-day.

They had been brought to Hanoi from the Bank of Haiphong at Saigon by the s.s. Yalou.

REIN LANDS AT MANILA

[THROUGH REUTERS' AGENCY.]

MANILA, July 11.

THE airman Rein, who left Hong Kong on Sunday, landed at Grace Peak, Manila, this afternoon, completing a flight of seventy-eight days including a six-week delay in Hong Kong.

Two thousand men and women braved the steady rain and carried the flier shoulder-high.

CURTIS SENTENCED

FOR HINDERING COURSE
OF JUSTICE

[THROUGH REUTERS' AGENCY.]

FLEMINGTON, July 11.

CURTIS was to-day sentenced to a year in prison and a thousand dollar fine for hindering the course of justice in connection with the search for the Lindbergh baby.

RECOGNITION OF
SOVIET.U.S. ACTION WOULD PRE-
VENT RUSSO-JAPANESE
WAR.VIEW OF MOSCOW
OBSERVERS.

Moscow, July 3.—Recognition of the Soviet Government by the United States would be a strong and perhaps decisive factor in preventing a Japanese-Russian war, it was indicated to-day by highly placed Soviet observers.

Any American gesture of reconciliation with the Moscow regime, they believe, would operate to cool off overhated militarist ambitions in Japan.

Soviet leaders are in a delicate position in relation to the American question, in which they cannot express this point of view openly without seeming to plead for recognition. They consider it neither politically wise nor dignified to show undue anxiety for American friendship. Above all they do not want to give the slightest ground for charges of intruding upon American affairs.

But unofficially Russians close to the government do not conceal their belief that a Soviet-American rapprochement would not act as a brake upon elements whom they describe as "war incendiaries." "It is not because we have the slightest doubt of victory over Japan that we would welcome a sign of American friendship at this time," a prominent political writer told the United Press. "It is because we are earnestly desirous of preventing a war; because we are engaged in a grandiose work of peaceful construction which we do not want to interrupt if it can possibly be avoided."

Although there has not been a line of published comment on the campaign under way in a portion of the American press for closer relations with the Soviet government, it must not be supposed that the campaign is being ignored here. Precisely the opposite is the case. It is being watched with the closest attention, if without undue optimism.

Soviet Attitude Well Known.

Reticence on the subject is explained by Soviet leaders on the theory that Moscow's point of view is sufficiently known in Washington anyway. They point out that the Soviet Government has repeatedly indicated its readiness to meet the United States in a cordial spirit to discuss and settle all outstanding mutual claims.

The role which America will play in the event of a Soviet-Japanese conflict is a subject which causes intense speculation here. Press comment reflects the uncertainty of official opinion on this point. It swings between extreme views. On the one hand, it warns Japan that it may find itself faced by a Soviet-American alliance—Karl Radok recently expressed this warning in no uncertain terms. On the other, it shows apprehension that reactionary elements in Japan and America might settle the Chinese problem at the Soviet Union's expense.

"Red Star," official mouthpiece of the Commissariat of War, recently cautioned Japanese military circles not to count too much upon aid from other Great Powers. That the newspaper had in mind the United States in particular was quite clear from the context of the editorial.

Even if these Powers want to use Japan to hurt the Communist regime, "Red Star" said, they will not let Japan enjoy the fruits of such an adventure. It wrote in part:

"The imperialist powers, for whom Japan is as yet no match, of course have the Soviet Union and might provoke Japan into an anti-Soviet war. But they all merely want Japan to draw their chestnuts out of the fire. In any case imperialist rivals will never allow Japan to become master of the situation anywhere."

Certainly the Far Eastern events place the problem of Soviet-American relations in a more significant light than anytime in recent years. Both foreign and Russian observers realize that it is no longer a question affecting the two countries directly involved but one affecting war and peace for the whole civilized world.

JAPAN AND
MANCHUKUOJAPANESE GENERAL'S
OPINION

[THROUGH REUTERS' AGENCY.]

Tokyo, July 11.

GENERAL Mazaki, Vice-Chief of the General Staff, who has just returned from a three-week tour of inspection in Manchuria, put a damper on those who vociferously are demanding the immediate recognition of the Manchukuo.

Asserting that the Japanese lack patience, General Mazaki, in a Press interview, compared the Manchukuo to a chicken just hatched and declared that the Japanese are making a mistake in wanting to treat it like a full-fledged nation.

General Mazaki also asserted that it would be sufficient at present if the Government appoint a commission to deliberate on the question of recognition.

Declaring that the Manchurian question is one of the most complicated problems with which Japan has ever been faced, General Mazaki gave warning against the danger of uttering thoughtless words. He admitted that personally he was not over-optimistic regarding the outcome.

UCHIDA RETICENT

Tokyo, July 11.

UCHIDA at an informal gathering of foreign correspondents requested that no questions be asked as regards his attitude to the recognition of the Manchukuo as he was unable to say anything at present, though he hopes to clarify the position shortly.

He remarked jokingly, "If some other country would recognise the Manchukuo so much the better."

He also remarked that he had not yet had time to consider the Soviet's proposal in January last of a non-aggression pact, though he hopes to study the question in due course.

It is expected Uchida will see the League Commission either to-morrow or the next day.

It is also reported that the Commission has requested that the conversations will not be communicated to the Press.

In Hong Kong
To-Day

FAIR GENERALLY

YESTERDAY'S WEATHER REPORT, FORECAST AND REMARKS, ISSUED BY THE ROYAL OBSERVATORY AT 5.53 P.M., STATED:—

PRESSURE IS HIGHEST OVER THE EAST OF JAPAN AND RELATIVELY LOW OVER CHINA AND INDIA.

LOCAL FORECAST:—S.E. WINDS, MODERATE; FAIR GENERALLY.

BELGIAN MINERS
ON STRIKEALARMING SITUATION
DEVELOPING

[THROUGH REUTERS' AGENCY.]

BRUSSELS, July 11.

GENERAL Tormina, Commander of the First Army Corps, has been appointed to take charge of the alarming situation which is developing in the Charleroi and Mons coalfields where a general strike, believed to be stimulated by Communist influences, was proclaimed to-day.

Several infantry and cavalry regiments were rushed to the scene.

Minor trouble occurred throughout the week which culminated in a pitched battle between the police and the strikers at Charleroi on Friday, after which the aid of troops was called in.

Yesterday thirteen Communist leaders were arrested and documents emanating from Moscow were seized.

The factory manager's chateau was set on fire.

SEVERE CHOLERA
EPIDEMICSERIOUS SITUATION IN W.
HONAN AND SHENSI

[THROUGH REUTERS' AGENCY.]

CHENGCHOW, July 11.

A SEVERE cholera epidemic is raging in West Honan and Shensi.

So severe is the outbreak that the railway service between Tungkuang and Shenchow is suspended. In Tungkuang alone 40 to 60 deaths occur daily.

KITTAWA RAMMED
AND SUNK.RECENT MISHAP NEAR
WOOSUNG.

Shanghai, July 1.—The 1,253-ton str. Kittawa was sunk yesterday morning off the Texas Oil installation, near Woosung, shortly after 5 o'clock, within 15 hours of being in collision with the P. & O. S. Dhutan, outward bound. There was no loss of life, although the vessel submerged completely, survivors being taken ashore to the wharf. The scene may be more accurately described as being between the No. 3 Buoy and the Kwong Wah.

It is reported that the sunken vessel had discharged most of her cargo and was soon to leave the plant, but the British officers and her crew lost the greater portion of their kit and other belongings.

From the statement of a competent eye-witness, a navigator himself, it seems that three or four outward-bound vessels were in a line approaching the Astrea Channel, the B. & S. Chengtu, en route for Dairen and ports, in the lead as they approached the No. 3 Buoy. From appearances, he believed that the hullsman of the Dhutan was bent on passing the Chengtu in the sharply curving channel, which is about 1,000 feet wide. He had come abreast of the Chengtu on the latter's port side, and the Chengtu's Master continued to follow his original course, when preliminary incidents precipitated the major accident of the day.

From the observer's point of view, the Chengtu's bow came into contact with the starboard quarter of the Bhutan and stove in several plates. The force of the impact swung the Bhutan toward the Pootung shore and it was only a matter of minutes before she bore down on the Kittawa and rammed her amidships. With a report like a thunderclap, the hawsers of the Kittawa snapped like threads and the vessel broke from dock moorings and sidetracked toward the buoy, sinking later in 30 ft. of water.

The Chengtu and Bhutan stood by but could do nothing to save the Kittawa. The former, not badly damaged, later continued on her journey, but the Bhutan, after proceeding to Woosung, returned about 5 p.m. to No. 34-35 moorings.

The Customs vessel Chientao proceeded down stream yesterday evening and attached wreck signals and lights to the Kittawa.

Interviewed by a representative of the North-China Daily News, yesterday evening, Mr. W. M. Mosley, the superintendent of the Texas Oil Station, off which the accident took place, stated that he was awakened suddenly by the noise of a terrific crash. Rushing to the window, he saw the greater part of the pontoon torn away and drifting downstream was the Bhutan, with the Kittawa impaled on her bows. It appeared to Mr. Mosley that the Bhutan was trying to nose the rammed vessel towards the bank.

As if she would be unable to avoid the other two ships, was the Chengtu. She managed to edge round the starboard side, however, and brought up beyond them. About 400 yd. from the pontoon, the Kittawa slipped off the bows of the Bhutan and rapidly filled with water, although she did not sink immediately.

Mr. Mosley then went to the assistance of the crew with his motor launch and succeeded in taking them all off, with the exception of Capt. J. Crosthwaite, who remained on board collecting his papers. He was taken off later when the vessel seemed as if about to sink.

Having taken the crew ashore, Mr. Mosley made for Woosung to notify the Harbour Master and the River Police. On his return, he found that, during his absence, the whole pontoon had subsided, as also had the three concrete piers. It appears that they collapsed suddenly. (Continued on next column.)

HUGE SHANGHAI
ESTATES. AARON HARDOON'S
WILL UPHELD

[THROUGH REUTERS' AGENCY.]

SHANGHAI, July 11.

THE huge estate of the late Simeon Aaron Hardoon, variously estimated at between one and two hundred million dollars, will remain in the hands of the widow, Mrs. Liza Hardoon, according to a ruling by Judge Sir Peter Grain in the British Supreme Court to-day.

The judgment confirms the terms of Hardoon's Will, which leaves the whole property, real and personal, to the wife and appoints her sole executrix.

Ezra Abdullah Hardoon, claiming to be a cousin of the deceased had petitioned for the Will to be revoked.

SPECIAL DISTRICT
COURT AGREEMENTQUESTIONS RAISED IN
HOUSE OF COMMONS

[THROUGH REUTERS' AGENCY.]

LONDON, July 11.

THE question of the District Court Agreement was raised in the House of Commons by Sir Reginald Craddock, who asked Sir John Simon whether he had seen Sir Miles Lampson as regards the necessity for early negotiations with the Chinese Government as regards the Special District Court Agreement expiring on April 1, next year.

Sir John Simon replied that he had received a dispatch from Sir Miles Lampson and hoped personally to discuss the matter with Sir Miles shortly.

OUTRAGE AT
HARBINACTIVE COMMUNIST
SHOT DEAD

[THROUGH REUTERS' AGENCY.]

HARBIN, July 11.

LAST night two uniformed Russians and two civilians entered under the guise of police to search the New Town apartment of an active Communist named Alter.

They forced Alter and his wife to face a wall and killed Alter who was shot in the back of his head. They then decamped with cash and valuables to the value of \$600.

ly about an hour after the collision. Half-an-hour later, the Kittawa sank in about 30 ft. of water, the top of her funnel and the masts only showing.

One of the most unfortunate features, from the point of view of the Texas Company, is the fact that the same pontoon was similarly torn away by the Danish ship Indian last November, and the repairs had been completed only the day before yesterday.

The Bhutan sustained comparatively little damage, having but a line of rivets torn out for 8 ft. on her starboard bow. Workmen were busy repairing the damage last night. The Bhutan was of recent construction, having been completed in Glasgow in 1929. With a length of 438 ft., and a beam of 57 ft., her registered tonnage is 9,104. On the other hand, the Kittawa was built in Osborne in 1898. Her length is 225 ft., beam 38 ft., and the registered tonnage 1,253. It is understood that she was sold from Australia to Hong Kong some several years ago and is believed to have been under charter to Messrs. Williamson of the Colony. In Shanghai, the Texas Oil Co. were the consignees.

A notification was issued by the Harbour Master last night to the effect that the wreck of the Kittawa lies sunk in the Astrea Channel in the following position:—No. 2 Buoy bearing S. 85 deg. 30 min. W. True; No. 3 Buoy bearing S. 44 deg. 45 min. E. True; approximately 300 feet from 18 feet Con-tour Line on the Pootung side. The funnel and three masts of the vessel are visible above water.

A green wreck buoy is placed approximately 100 ft. from the mid-ship section of the wreck towards the Shanghai side. The buoy will be acetylene lighted, showing a green light flashing every 3 seconds—light 0.3 seconds, eclipse 2.7 seconds. All vessels must pass to the Shanghai side of this buoy with extreme caution and at the slowest possible speed compatible with safe navigation.

THE NOULENS
TRIALMADAME SUN YAT SEN TO
MAKE PERSONAL APPEAL

[THROUGH REUTERS' AGENCY.]

NANKING, July 11.

MADAME Sun Yat Sen left for Nanking last night in order to lodge a personal appeal on behalf of Mr. and Mrs. Noulens, who are on hunger strike owing to the refusal by the authorities to transfer their trial to Shanghai.

HEAVY FIGHTING
IN MANCHURIAGUERRILLA WARFARE
CONTINUES

[THROUGH REUTERS' AGENCY.]

HARBIN, July 11.

THIS week-end has seen severe fighting in North Manchuria. The Japanese admit that they lost ten killed and over forty wounded in a battle with a thousand of General Ma Chan Shan's bodyguards at Pailan, some sixty miles to the north of Harbin.

The fighting was indecisive and it may break out again shortly. Several engagements were also fought near Koshan between Japanese and Manchukuo troops in alliance on the one side and a large party of anti-Manchukuo troops on the other.

In the course of the fighting, it is claimed, the "insurgents" lost heavily, sixty being killed in one engagement and over a hundred in another.

MANCHUKUO TROOPS
SURPRISED

[THROUGH REUTERS' AGENCY.]

HARBIN, July 11.

Last evening two thousand anti-Manchukuo troops surprised the Garrison and captured Andacham on the Chinese Eastern Railway, 45 miles west of Harbin.

Troops have despatched from Taitshar for its recapture.

YOUNG MARSHAL
AND STUDENTS.NEED FOR SPIRITUAL
REGENERATION.

PEIPING, July 2.

Some plain speaking to Chinese students was done by Marshal Chang Hsueh-liang at the fourth Commencement exercises of the Northeastern University held on Friday morning.

Marshal Chang, who is Chancellor of the University, said that China was confronted with many dangers at present. Everybody knew that the Japanese occupation of the Three Eastern Provinces constituted the greatest danger to China at the moment, but in his opinion, the frivolity of the students was a menace more serious than the Japanese invasion. The students nowadays were given to the pursuit of things which were impractical and frivolous, and refused to do honest work. They should know that China could not be saved by the mere shouting of slogans or the writing of essays. They should get down to real and honest work, and if they could do this, there would still be hope for China.

Corruption and Graft.

Continuing, Marshal Chang said he was once asked by a foreign friend if he could use his authority to eliminate all the malpractices prevailing in China. He replied that he could not do this, because he pointed out that so long as the Chinese people did not experience a spiritual regeneration it was impossible to get away with corruption and graft. He hoped that the graduating students would practise honesty in their life work and would refrain from criticizing others.

Manchuria.

Referring to the situation in Manchuria, Marshal Chang said that every one of them should always bear in mind the sufferings of the 30,000,000 Chinese there and should strive for their deliverance from the alien rule. He himself felt guilty to his countrymen, particularly the people in the North-east, for the present crisis.

More than 300 students were graduated and received their diplomas from Marshal Chang. The exercises were attended by about 500 persons, including representatives of Mayor Chou Tai-wei and General Pao Yu Lin, Director of Public Safety. Mr. Yang Yu Chong, Dean of the College of Engineering, presided.—Reuter.

Sports News

HONG KONG SPORTSMEN.

NO. 6.—LAWN BOWLS CHAMPIONS.

MR. U. M. OMAR AND OTHERS.

[By "SALADIN."]

Lawn Bowls is a very attractive, great deal of controversy took place against Shanghai, and although a great deal of controversy took place regarding his qualification, he more than justified the choice of the Selection Committee by not only rising to the occasion in the inter-port match, but also by winning the Singles Championship later in that season, being the first, and only Indian to win this title. He reached the final in 1923, and has shown more consistency for the past three years, qualifying for the semi-final in 1929 and 1930, and last year winning the championship for the second time in his career.

During that time, however, Mr. Omar took a prominent part in the principal competitions. He figured in few interport matches with Shanghai where his skill has been the subject of favourable comment on the occasions of his visits there in 1924 and 1928. Last year he skipped the local rink in the second match on Shanghai's visit here.

Mr. U. M. Omar.



Lawn Bowls: Champion of the Colony 1923 and 1931, Interporter 1923, 1924, 1926 and 1931.

Cricket: Interporter 1923.

Mr. W. Russell.



President Lawn Bowls Assn. 1922, Champion of the Colony 1912 and 1913, Interporter 1913.

Records show the ex-champion among those present at the opening ceremony of the Kowloon Bowling Green Clubhouse far back in 1905, and also was one of those responsible for starting the game in the Royal Hong Kong Yacht Club in 1922, when he skipped one of the club's rinks. The pre-war champion has played for the Kowloon Bowling Green Club in the League for 27 years.

Mr. Russell has also been Chairman of the Lawn Bowls Association, and in the first interport match between Hong Kong and Shanghai in 1912, he skipped the local side on its visit to the northern port.

Mr. U. M. Omar.

The holder of the Championship is Mr. U. M. Omar. He first started playing in 1921, and by his performances and achievements has since proved himself to be a talented bowler. His rise to the front rank was very spectacular. From a rank outsider in the Championship in the very first round, he showed such distinct improvement that in the next year he was selected to represent Hong Kong in the interport

Competition in the current championship are the following who have won the title previously, viz., Mr. A. M. Holland, Mr. F. Cullen, Mr. R. T. Luz. The first named won the title in 1920—the only occasion when he entered the final. Mr. Holland is an interporter also, taking part in the series for the first time in 1929 and again in 1925 when he skipped, on both occasions playing in Shanghai. He was a member of last year's team to meet Shanghai here. Mr. Holland has played for the Kowloon Bowling Green Club in the League for several seasons. Mr. Cullen won the championship (Continued at foot of next column).

HOME RACING

GREAT FOAL PLATE

[THROUGH REUTER'S AGENCY.]

LONDON, July 11.
THE race for the Great Foal Plate, which was run last Saturday, resulted as follows:—
Sunny Anna 1
Iuch Mahone 2
Galitzer 3
Eleven ran, the winner won by a short head, two lengths separating second and third.
Betting:—Sunny Anna, 4/9; Inch Mahone, 6/1; Galitzer, 25/1.

U.S. BASEBALL

SUNDAY'S GAMES

[THROUGH REUTER'S AGENCY.]

New York, July 10.
THE following were the results of Sunday's baseball games:—
National League.
Brooklyn Dodgers R. H. E. 7 13 3
Pittsburgh Pirates 8 9 4
Chicago Cubs 4 9 1
Hartnell hit a home run.
Boston Braves 1 6 3
Cincinnati Reds 6 11 0
New York Giants 4 9 1
Cincinnati Reds 4 10 0
New York Giants 2 9 0
St. Louis Cardinals 7 11 1
Philadelphia Phillies 6 8 0
St. Louis Cardinals 3 9 0
Watkins, Lee and Hurst hit home runs.
Philadelphia Phillies 6 10 1
American League.
Boston Red Sox R. H. E. 5 12 1
Detroit 7 10 1

DAVIS CUP TENNIS

GERMANY ELIMINATES BRITAIN

[THROUGH REUTER'S AGENCY.]

BERLIN, July 10.
GERMANY created somewhat of a surprise by beating Britain. Scores as cabled by Reuter follow:
Germany v. Britain.
Von Cramm (Germany) beat Austin (Britain), 5-7, 6-2, 6-3, 6-2.
Prenn (Germany) beat Perry (Britain), 6-2, 6-4, 3-6, 6-3, 7-5.
Prenn (Germany) beat Austin (Britain), 6-0, 8-10, 6-2, 6-3.
Perry (Britain) beat Von Cramm (Germany), 6-1, 8-2, 6-2.
Perry and Hughes (Britain) beat Penn and Wessart (Germany), 6-3, 6-4, 6-4.
Italy v. Japan.
Palmieri (Italy) beat J. Sato (Japan), 4-6, 4-8, 6-1, 6-1, 6-2.
Do Stefani (Italy) beat Kuwabara (Japan), 6-2, 6-2, 6-4.
Do Stefani (Italy) beat Jiro Sato (Japan), 6-3, 6-4, 6-4.
Kuwabara (Japan) beat Palmieri (Italy), 6-0, 6-2, 1-6, 6-3.
Sato and Miki (Japan) beat Palmieri and Sertorio (Italy), 6-4, 6-4, 6-3.

HOME CRICKET

SUSSEX BEAT WORCESTER

[THROUGH REUTER'S AGENCY.]

LONDON, July 11.
SUSSEX beat Worcester by 9 wickets.
Worcester, 1st innings 192
Tato 5 for 51.
Worcester, 2nd innings 111
Tato 4 for 49.
Sussex, 1st innings 101
Root 4 for 32.
Sussex, 2nd innings 113
(for one wicket) 113

in 1925, and in the interport last year skipped the Rink in the first game. He plays for the Kowloon Dock in the League.
I have dealt with Mr. Luz in my article on "The Portuguese Community," and so I need only mention that he won the championship in 1929, entered the final in 1930, and skipped the local interport side on its visit to Shanghai in 1930, and was a member of last year's side too.

OXFORD AND CAMBRIDGE CRICKET.

A DETAILED REVIEW OF THE PAST SEASON'S RECORDS.

PROBABLE TEAMS' PERSONNEL.

In view of the amazingly minute and utterly uninteresting details which are cabled out by Reuter's on various topics it has always been a source of amazement to me that the full score, or even the teams, of the Oxford and Cambridge Cricket match are never sent out. Indeed, barring a very brief paragraph, nothing more than the regular cables, such as are sent about County Matches, come along. In these no individual scores of less than a hundred are mentioned, while a bowler has to take five—or, somewhat rarely, four—wickets before it is mentioned. It follows that when the great game at Lord's comes off we are not, as a rule, certain of the players who took part therein. In my articles of to-day and to-morrow I am attempting by an analysis of what we do know of the teams' doings during their season to deduce the names of those who got their blues. I might add here that it is not a case of once a blue, always a blue. It is, I fancy, a pretty usual thing to find at least one blue standing down.

Oxford's Season.

As masses of figures tend to grow somewhat tedious I propose to confine this article to the University of Oxford, holding over the Cambridge analysis until next Friday. At the beginning of the season A. Melville found himself in command, after having captained the side as deputy during the last month of the 1931 season owing to the illness of D. N. Moore. I am not at the moment aware of any instance of a cricketer captaining his 'Varsity team twice at Lord's. Melville was in a fortunate position, in that he had five other blues up besides himself—B. W. Hone, W. O. B. Lindsay, F. G. H. Chalk, H. G. Owen-Smith and T. M. Hart. This is an excellent proportion as it gives plenty of room for trying out possible choices. As a matter of fact, he had almost too many places to fill, as of the old Blues B. W. Hone did not play at all during the season at the Parks, Owen Smith hardly at all, and T. M. Hart not at all. These men therefore had to prove their worth on tour, though the first two were practically certain. Melville too was unfortunate as he broke his collar-bone in colliding with his partner when running a short run in the Free Foresters Match, the third of the season, and was out of the game until, I believe, the second match of the tour.

His Difficulties.

One of the great difficulties that besets the 'Varsity skipper is that of giving a really good try out to all the promising Freshmen, of whom little is known. School reputations of course help, though they have a useful way of failing to justify themselves. Melville seems to have handled the problem with considerable skill. His great need was bowlers. He had plenty of batting, a good wicket-keeper in Oldfield, a senior who would probably have got in last year but for injury, and Owen Smith to bowl. It was the bowling that was going to be his difficulty, and the result of the Lord's game proved that it was one which failed to solve satisfactorily though a couple of Freshmen bowled their way into the side very early on.

The Oxford Programme.

Not counting the 'Varsity Match itself, the Dark Blues carried out a programme which consisted of eleven matches. Of these seven took place at Oxford, during the whole of which the team was upset by the claims of work, or of examinations, which, I believe, should be properly termed Schools. I have included in the list the match against a Free Forester eleven

which was so strong that it might well be deemed first class. (The same principle will be followed in the Cambridge programme which also included a Forester's match). Of the eleven games, four, against the Free Foresters, Essex, M.C.C. and Leveson-Gower's Eleven, were won; three, against Yorkshire, All-India and South America, were lost; and four, against Leicester, Gloucester, Lancashire and Surrey, were drawn.

The First Game.

The season started with a match against Yorkshire. In view of the fact that Yorkshire were practically at full strength while Oxford had several men away, it was a pretty severe test and the University team were in no way disgraced by losing by 163 runs only. In the first innings, E. N. Evans (Hallebury and Wadham) a second year man, A. Melville (Michaelhouse S. Africa Trinity) the Varsity skipper and B. H. J. Brooke (St. Edward's School Oxford, and St. John's) a fourth year senior, alone did much in the first innings. In the second knock F. G. H. Chalk (Uppingham and B.N.C.) a blue, in his second year, R. H. J. Brooke and a second year man C. D. A. Pullan (Malvern and Trinity) all got over twenty against the pick of Yorkshire bowling minus Bowes. E. A. Barlow, a freshman (Shrewsbury and B.N.C.) made a favourable impression with his slowish spins, taking 3 wickets for 50 runs and 8 for 44 runs.

A Draw.

Against Leicestershire R. H. J. Brooke (75) and A. Melville (54) alone did much with the bat. A. R. Legard, a freshman (Winchester and Trinity) made his first appearance in this game, bowling fairly fast outswingers with a bit of off spin on occasions. He and Barlow got seven of the eleven wickets that fell. P. C. Oldfield, (Repton and Univ.) a third year man incidentally distinguished himself by stumping two and catching three of the said eleven wickets. As I have mentioned, a broken finger in the Lancashire game in 1931 cost him his blue which in the end went to D. G. C. Raikes.

Their First Win.

Oxford then beat the Free Foresters by 78 runs. The Visitors began with Lieut.-Col. E. S. B. Williams and A. M. Crawley and all the rest of the side were old Blues and County players. In to a side shorn of several of its regular members game P. G. van der Bijl (South Africa and B.N.C.) a fourth year senior, who had captained Oxford at boxing. He did very well as did Chalk, while in the second innings, E. N. Evans (65) and Melville 113 were excellent. Barlow was the most successful trundler and Owen Smith, making one of his infrequent appearances, bowled very fairly. Melville's innings however ended in a disastrous way as he was running a short run and collided with Van der Bijl his partner, breaking his collar bone.

A Bad Beating.

The next game was against All-India and Chalk took over the captaincy as both Melville and Owen Smith were out of the side. W. O. B. Lindsay (Harrow and Balliol) an old Blue, made his first appearance and was not unsuccessful though in the first innings only E. N. Evans, and Chalk came off at all. There was, however, in the second innings a splendid stand between C. D. A. Pullan and Van der Bijl which saved the innings defeat by 133 runs for the sixth wicket. The two Freshmen, Barlow and Legard, showed up well in bowling.

A Blank Last Day.

Against Gloucester, rain spoiled what might have been a fine finish as Oxford had to get 338 to win and had knocked 27 off without loss on the evening of the second day. It

is however most probable that they would have been beaten. The batting in their first innings was not very wonderful, but seven of the side got double figures. After the match Melville, who evidently believed in not playing round with his men's nerves about their places, gave Blues to Oldfield, Evans, Brooke and Barlow.

A Fifth Blue.

In the Lancashire match Oxford, though batting first, did not do very well and Barlow alone made a decent score, 43 not out. The County then ran up 334 for four wickets, thus foreshadowing the weakness in bowling, though Barlow and Legard bowled very steadily all through the big innings. There was a fine recovery in the Oxford second innings as Chalk and Brooke put up 149 for the first wicket, scoring in all 83 and 123 respectively. Lindsay made 63, Barlow 41 and Oldfield 38 to put up a total of 381. They managed to make a draw of the game and Legard was awarded his Blue.

A Crushing Defeat.

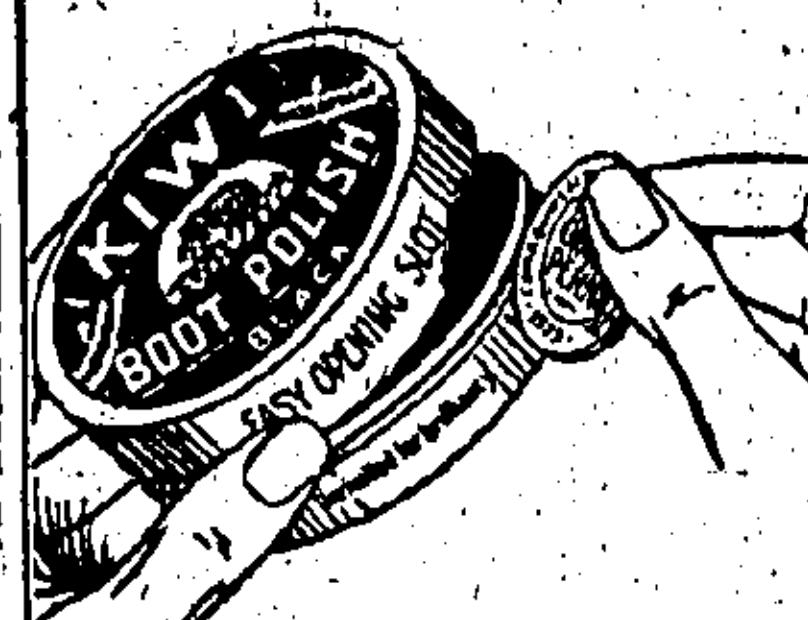
A nasty shock awaited Oxford next match as, while they did reasonably well with the bat, making 170 and 248 in their two innings, the South Americans got 405. Barlow justified his blue by taking 5 wickets for 85 runs, an excellent bit of work in the face of so big a total. Brooke followed his hundred against Lancashire by another in the second innings here (119), and Lindsay again did well. They both seem to have a partiality for the second innings.

No More Detailed Information.

It is here that the detailed accounts of Oxford matches, which (Continued on Page 4.)

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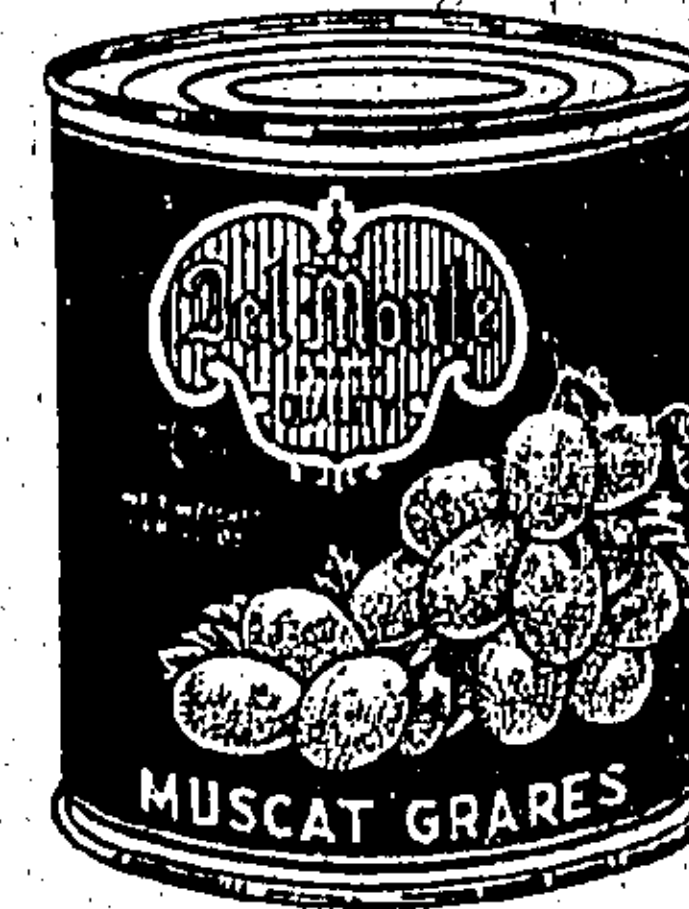
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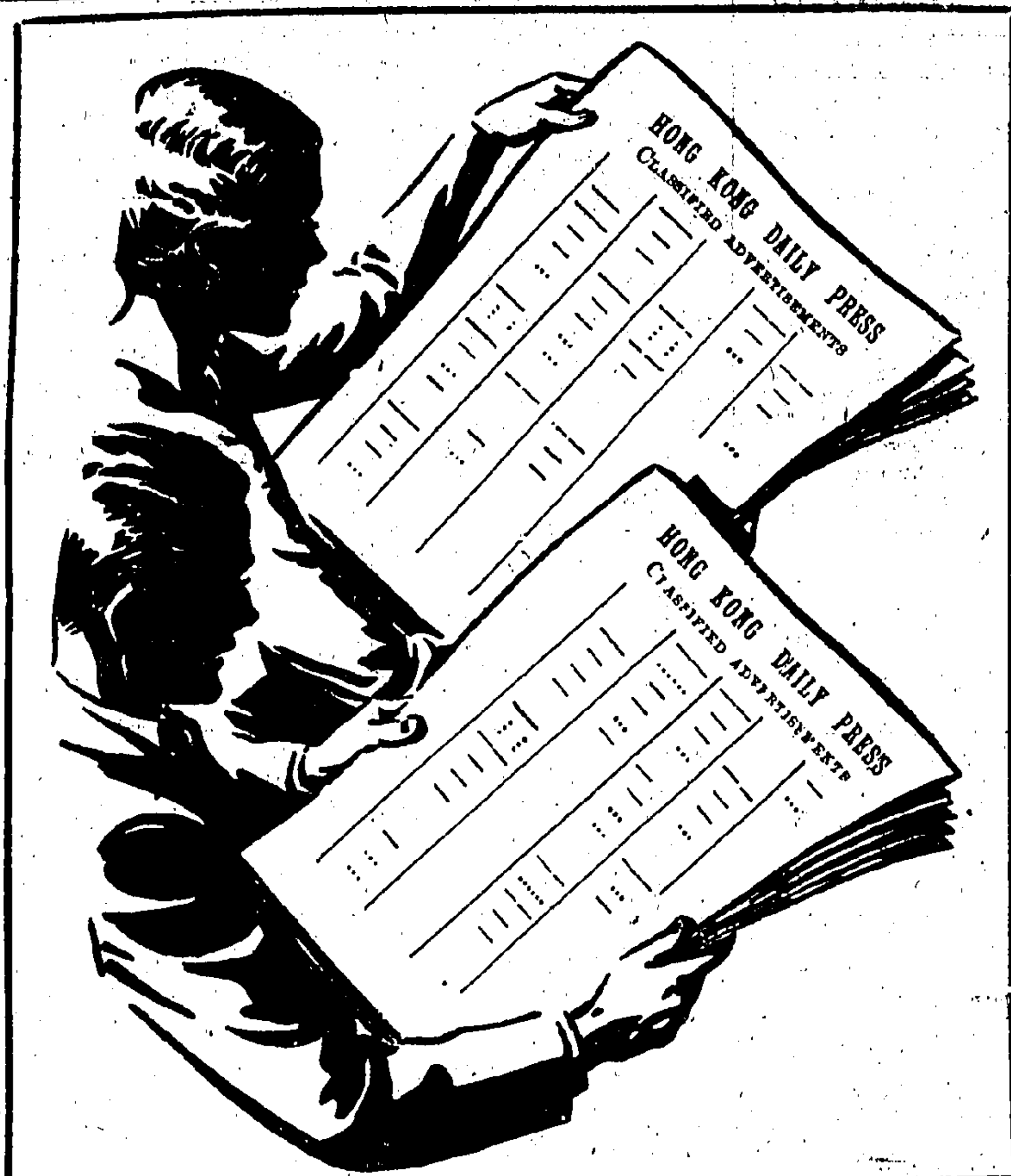
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BUT CROWDS CANNOT ALWAYS EXPECT CHAMPAGNE CRICKET.

[By JACK HOBBS.]

(England and Surrey C.C.C.)

Once again the voice of the barracker has been heard in the land. It is a small voice, certainly, but inclined to be tireless like that of the cuckoo at the foot of my garden.

Barracking is a modern growth in England and a poor imitation of what happens on the famous hill at Sydney.

Australian barrackers, for vocal power, wit, and caustic remarks, transcend all others, though I believe the American baseball rooster is a bit of an eye-opener.

Some years ago a famous Australian player told me that he enjoyed playing in England because it was so quiet and peaceful. Long may it remain so!

Too Much Criticism.

Criticism, some of the destructive kind, has increased the amount of barracking. Two men can give the semblance of a noise, and when it happens at Lord's, hoary with cricket traditions, there is naturally a hullabaloo.

There are various reasons for slow batting which are not always appreciated by the people round the ring. Champagne cricket is exhilarating and the crowd wants the best vintage, but the batsman cannot always have that sparkling feeling. Even so, it is well to remember that many spectators relish keenly a good fight between bat and ball, and prefer it to slapdash cricket.

Nowadays there is too much of judging a player's batting by the clock.

Present-day bowling must take some of the blame for slow play. Many bowlers bowl to keep the batsman quiet. Bowlers are now clever at using the seam of the ball, and when they are bowling just short of a length, it is difficult for the batsman to get out of the rut. Insurgers on to the batsman's legs cramp his shots.

Fred Root and Bill Voce can effectively slow-up run getting, while Maurice Tate and Tom Goddard have many wiles to keep one quiet.

There are always two sides to a question. The disgruntled partisan of the opposing team shouts out "Hit out" when all he really means is "Get out."

Some players are unlucky. They strike the ball and it always seems to go to a fielder, while another man finds loopholes in the field as if by magic.

It must not be thought that I am apologising unduly for batsmen. It is as well for the public to know the player's point of view, though I readily admit there are times when barracking can be defended.

No Excuse.

When victory is assured and dawdling takes place, the spectator's voice is entitled to be heard.

Congratulations to Jack O'Connor, of Essex, whose century against us confirmed my opinion that he is ripe for an Australian tour. O'Connor bats well, is a good fielder, and a useful bowler, to rest others in the smaller games!

Writing of Essex reminds me of that wonderful hitter, L. G. Crawley. I found myself at Leyton wishing that I could hit as hard as he can.

A hitter like Crawley can turn the whole course of a game in a few minutes. It is so much easier when one does not have to run about.

L. G. Crawley, by the way, is (Continued on next column.)

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one of my mascots. He has seen me get eleven centuries—sometimes as spectator and not as opponent. I began to wonder whether he would see a twelfth from my bat, but it was not to be.

It is curious how one gets hundreds against certain countries and finds it difficult to score against others. I remember both A. G. Dulop and H. J. Enfield telling me that I used to make centuries regularly in my early appearances against them.

Two Problems.

"The batsman at the bowler's end was backing up. The batsman at the other end missed the ball, and, as wicket-keeper, I quickly returned it to the bowler, who broke the wicket before the batsman at his end got back. The bowler appealed, and the umpire gave the man out. Was this right?" Yes, the batsman was out.

"The umpire pulled up a bowler for delivering the ball with both feet behind the bowling crease." The umpire was wrong; both feet were within the return crease.

PASSENGERS.

Arrivals

The following passengers arrived by s.s. Taiping:—Mrs. E. Byrne, Miss I. M. Clarke, Mrs. R. O'Connell, Mrs. G. Dick, Mr. Robert Frazee, Mr. Sam Glider, Miss Anne Hanan, Mr. Tom Hannan, Mr. V. G. Hargrave, Miss D. M. Holland, Mr. and Mrs. C. T. Jarvis, Miss D. Keogh, Mr. A. M. Kerr, Mr. E. A. Koonsook, Mr. R. Lumkw, Mr. H. G. Mackay, Mrs. E. Munroe, Mrs. E. M. O'Kane, Miss A. J. Plessar, Mr. S. E. Plessar, Miss J. Robertson, Miss E. M. Robinson, Miss A. Rowlands, Mr. and Mrs. O. T. Stellingwerf, Mr. W. D. White, Miss E. J. Wilkins.

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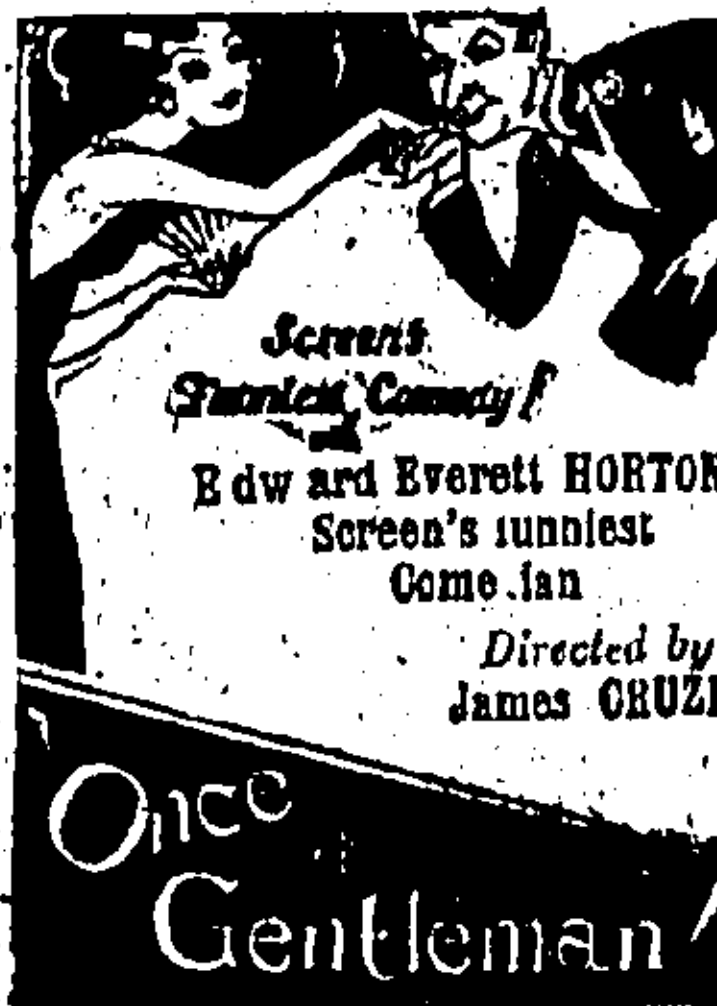
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"Almost a Divorce."
Central.
"Miss Shanghai,"
with Miss Yang Noi Mui.
World.
"Misguided Love."

KOWLOON.

Star.
"Daybreak."

COMING.

Queen's.
"Once a Gentleman."
"Tell England."
King's.
"Dancers in the Dark."
"To-morrow and To-morrow."
Central.
"Corsair."
"A House Divided."
World.
"Reducing."
"Great Meadow."
Star.
"Strangers May Kiss."
"It's A Wise Child."

SINO-SOVIET RELATIONS.

NANKING PROPOSAL SAID
TO HAVE BEEN TURNED
DOWN.

DISCONTINUANCE OF RED
PROPAGANDA.

Harbin, July 7.—Soviet Russia
has tacitly refused the Chinese
proposal for restoration of Sino-
Soviet diplomatic relations, accord-
ing to reports here.

Mr. Wang Tsing Sze, Chinese
delegate to Moscow, is said to have
proposed recently to M. Kozlovsky,
chief of the Eastern Department of
the Foreign Office, that relations be
restored and that new treaties be
signed. This was agreed to by the
Soviet side, in principle.

But it was further understood
that the Chinese strongly insisted
upon positive aid from Soviet Rus-
sia in the attempt to recover
sovereignty in Manchuria, together
with discontinuance by the Soviets
of its "Red" campaign in China.

As the Chinese strongly adhered
to these two points, Soviet authori-
ties recently notified Mr. Wang to
reopen the negotiations some other
time after the summer holidays, it
was understood here.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 11.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	29.73	29.84	29.78
Temperature...	81	80	84
Humidity...	67	60	74
Wind...			
Direction...	SSE	E	E
Force...	18.26	3.4	3
Weather...	BC	BC	BC
Rain...	5	0.00	0.6

Highest open-air Temperature, 10.89
Lowest open-air Temperature, 11.79

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning;
M=Mist; O=Overcast; P=Passing
Showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From July 12 to 18, 1932.

		High Water.	Low Water.		
Day	Month	Hong Kong Standard Time.	Height in feet.	Day	Month
Tue.	12	10.40	4.9	10.24	2.6
Wed.	13	10.50	3.9	11.54	2.3
Thur.	14	11.00	3.4	12.10	2.3
Fri.	15	11.10	2.9	12.10	1.0
Sat.	16	11.20	2.7	12.10	0.7
Sun.	17	11.30	2.7	12.10	0.7
Mon.	18	11.40	2.7	12.10	0.7

FINAL SHOWINGS

TO-DAY

At 2.30, 5.10,
7.10 & 9.30 P.M.

KING'S THEATRE

BOOKING

AT THE

THEATRE
TEL. 25313

Everything that's riotously
funny happens in this
Picture.



SYDNEY HOWARD & NELSON NEYS

"ALMOST A DIVORCE"

—DON'T MISS THIS GREAT SMILESTORM—

A BRITISH PICTURE

TO-MORROW



DANCERS
IN THE
"DARK"
A Paramount Picture

Miriam Hopkins
Jack Oakie
William Collier, Jr.
Eugene Pallette

TO-DAY'S WIRELESS PROGRAMME.

(Continued from Page 11.)

Whistling Solo—"Carry Me Back
to Old Virginny."—Bob Mac-
Gimsey.—V-43.

Orchestral—"Louisiana."
Paul Whiteman and his Orches-
tra.—21438.

Song—"Daddy be Careful."
Song—"Nobody Cares."—Peggy
Hill.—V-40134.

Humorous Song—"Taught Me
How to Play the Second Fiddle."
Humorous Song—"I'm a Special-
ist."—Frank Crumit.—22859.

Instrumental—"Woonahale"—
Medley.
Instrumental—"Kaala"—Med-
ley.—Royal Hawaiian Trio.—
20281.

6.46 to 7 p.m.—"Patrie"—Over-
ture (Bizet).—New Light Sym-
phony Orchestra.—33979/33980.

7 p.m.—Stock quotations, mail
notice, etc.
7.03 to 7.30 p.m.—

Concert Items.

Song—"Sometime" (Kahn-
Florida).
Song—"Dreamin' Time" (De
Longpre and Strickland).—
Madame Amelita, Galli-Curci
(Soprano).—1144.

Violin Solo—"Letter of Love"
(Cui-Elman).
Violin Solo—"At Evening"
(Primi-Krame)—Mischa Elman
—1100.

Chorus—"Bedouin Song"
(Poote).—Associated Glee Clubs
of America.—36043.

Piano Solo—"Under the Palms"
(Albeniz).—Alfred Cortot.—
1271.

Song—"Because" (Teschacher-
Hardelot).
Song—"For You Alone"
(O'Reilly-Geehl).—Richard
Crooks (Tenor).—1497.

7.30 to 8 p.m.—
From the Studio.

Lawrence Bradley at the piano
playing "Popular Melodies."
8 p.m.—Local time and weather
report.

8.03 to 10.30 p.m.—Chinese pro-
gramme.
10.30 p.m.—Rugby mid-day Press
news.

10.35 p.m.—Close down.
All records in the above Euro-
pean programmes are supplied by
Messrs. Tsang Fook Piano Co.

"ALMOST A DIVORCE."

SCINTILLATING COMEDY
AT THE KING'S.

A trade notice states:—
"Almost a Divorce," which is
now showing at the King's Theatre
is a very amusing domestic comedy.
In this film a very charming wife,
married to quite a charming hus-
band, cannot make up her mind as
to whether divorcing her husband
would do him any good, or make
her any the happier. You see, he
is one of these well-meaning hus-
bands, and certainly in love with
his wife, but somehow he never
can get home in time to take her
out at night; he is always so busy
at the office!

Unfortunately his behaviour on
arrival home gives the lie to his
statements, and as he possesses a
man friend, by name Mackintosh,
who is over-fond of alcoholic re-
freshments, wife decides that she
had enough of him, telling him that
as Mackintosh is such a good pal
he won't miss her.

Hectic times follow his wife's de-
parture, but hubby is a sorry chap.
Friend Mackintosh endeavours to
put things right, but only succeeds
in putting his foot in it. We want
you to see this film and see whether
you feel the same as Mrs. Richard
Leighton. Sydney Howard, Belson
Keys, Marjorie Binner, Kenneth
Cove and Kay Hammond all give
fine performances in leading roles.

"DANCERS IN THE DARK."

A trade notice states:—
Miriam Hopkins is another
alumna of the Chorus College in
theatricals. Like such other great
dramatic actresses as Ruth Chant-

erton and Jeanne Eagles, the
blonde Paramount screen actress
made her first stage appearance in
the chorus of a musical comedy.

The job was easily won; that of
getting out of musical comedy after
she was once in was far more dif-
ficult.

Miriam, after high school, enter-
ed the Vestoff-Serova dancing
school in New York where she
studied all of the forms of dancing—
Greek, ballet, interpretive and
too.

Girls with ability to dance usually
find little difficulty in securing a
place in the ever-changing ranks of
the chorus. Miriam's first break
was in the "Music Box Revue."

From this, she started in ballet
dancing by signing with a troupe on
its way to South America. But
she broke an ankle and missed the
trip. When her injury had healed,
she took a fling in vaudeville enough
to have her dancing observed by
theatrical scouts.

This observance resulted in her
playing with Allen Kearns in "Little
Jesse James."

Her one musical show was enough
for her, since she wanted to be
dramatic and saw a probability of
being forced to remain a musical
comedy player. It was only after
much arguing, many visits to agents
and producers and refusals of
several musical comedy parts that
her desires for the dramatic stage
were considered serious.

The first part she won in a play
began her career as an actress and
from that time she never returned
to musical shows.

In her latest picture, "Dancers
in the Dark," which comes to the
King's Theatre on Wednesday next,
Miss Hopkins co-features with Jack
Oakie, William Collier, Jr. and
Eugene Pallette.

PARAMOUNT'S PROGRAMME

"MADAME BUTTERFLY"; "THE LUSITANIA
SECRET" AND OTHER THRILLERS.

Forthcoming Paramount produc-
tions include the following:—
"Not Married," with Ernst
Lubitsch directing Miriam Hop-
kins.
"The Phantom President," musical
romance with music and lyrics
by Richard Rodgers and Lorenz
Hart. Norman Taurog will direct.
"No Bod of Her Own," with
George Raft and Adrienne Allen in
a filmization of Val Lewton's novel.
Helen Hayes, of "The Sin of
Madelon Claudet" fame, in an un-
titled starring production.

CENTRAL THEATRE

The best ventilated Theatre in the Colony, with over
100 windows, which open at night, give fresh and
natural air to the whole house. Our machine is of the
biggest size—the sound is the clearest and the price is
the highest. We have two large sized lifts for the
convenience of our Patrons.

SHOWING TO-DAY

at 2.30; 5.15; 7.15 & 9.30

THE NEWEST CHINESE SUPER SPECIAL SINGING
AND TALKING FEATURE

MISS YANG NOI MUI

IN

"MISS SHANGHAI"

WITH AN ALL-STAR CAST. PRODUCED BY
THE TIEN YI CO. OF SHANGHAI.

SHOWING SOON

THE LATEST 1932 UNITED

ARTISTS SPECIAL FEATURE

CORSAIR

ALSO

THE NEWEST UNIVERSAL SPECIAL PICTURE

WALTER HUSTON & HELEN CHANDLER

IN

'A HOUSE DIVIDED'

"EMMA" AT THE QUEEN'S.

MARIE DRESSLER AT HER
BEST.

Marie Dressler appears in a
courtroom scene for the first time
in "Emma," her latest talkie
drama which is showing at the
Queen's Theatre.

Although she has played every
sort of role from charlatan to queen
during a long and diversified screen
career, it so happens that Miss
Dressler was never called upon to
portray a character who pleads for
justice in a courtroom until assigned
the role of her new starring
vehicle.

In "Emma," she enacts the
falsely accused defendant in a sen-
sational murder trial, one of the
big scenes of the picture. She was
instructed in all the necessary legal
and technical details by her direc-
tor, Clarence Brown, who is adept
at courtroom drama, having recent-
ly scored with the dramatic trial
scene of "A Free Soul," in which
Norma Shearer took the witness
chair.

The new Dressler picture is an
intimate story of American family
life which centres on the career of
a devoted servant. Richard Crom-
well, Jean Hersholt, Myrna Loy,
John Miljan and others support the
star.

"ONCE A GENTLEMAN"

Where are the beauty contest
winners of yesterday? Most of
the annual crop of charming misses,
proudly bearing silk ribbons de-
signating them as Miss Kentucky,
Miss Missouri or Miss Ohio—
sloshing, enjoy a period of glaring

publicity, get their pictures in the
newsreels and the newspapers, and
then fade into oblivion! Like so
many sky-rockets, they shoot up
with dizzying rapidity, flash bril-
liant in the newspaper heavens for
a brief spell, and then sputter out
completely.

A few, however, remain before the
public eye-like Lois Wilson. Miss
Wilson, who made her debut in pic-
tures as a result of winning a
beauty contest sponsored by the
Birmingham News and Universal
Pictures, remains high up in the
photoplay firmament. Her latest
appearance in "Once a Gentle-
man" with Edward Everett Horton,
which opens on Thursday at
the Queen's Theatre, is according
to competent critics, among her
best screen portrayals. Since the
day when she awoke to find herself
famous as the leading woman in
James Cruze's memorable produc-
tion, "The Covered Wagon," Miss
Wilson has appeared in hundreds
of films—and now she's appearing
under Cruze's direction again in a
role that gives her boundless oppor-
tunities for the display of her
splendid talents.

In "Once a Gentleman," Miss
Wilson is seen as Mrs. Mallin,
housekeeper in a womanless home,
a person of culture and refinement,
one of whose chief tasks is to keep
Junior, the only son and heir, from
being constantly embroiled with his
irate father. Into this household

comes Edward Everett Horton, a
valet, who through mistaken iden-
tity has been brought along as guest.
A romantic attachment between the
two springs up, with the wayward
Junior as the object of their mutual
care—and a novel story develops
along merry lines. Sparkling
dialogue, high comedy situations,
and expert characterizations make
"Once a Gentleman" one of the
gayest screen comedies of the season.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W.
ON 355 METRES.

- 11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme of Victor records.
1 p.m.—Local time and weather report.
1.30 p.m.—Rugby Press news, mail notice, etc. Relay of the speech from the Rotary Club Tiffin—The Rev. E. L. Allen (Minister of the Kowloon Union Church) on "The Cult of the Strong Man."
2 p.m. (approx.)—Close down.
3 to 3 p.m.—European programme.
5 to 6 p.m.—A relay of the band of the 1st Batta. South Wales Borderers from the Military Hospital, Bowen Road, by courtesy of the Officer Commanding.
6 to 6.45 p.m.—

Variety,

Orchestral—"My Song."
Orchestral—"The Thrill is Gone"—Rudy Vallee and his Connecticut Yankees.—22784.
Song—"Moon Song."
Song—"Sometimes I Wonder."
—Irma Beasley.—V.40123.
Whistling Solo—"Gypsy Love Song."
(Continued on Page 10.)

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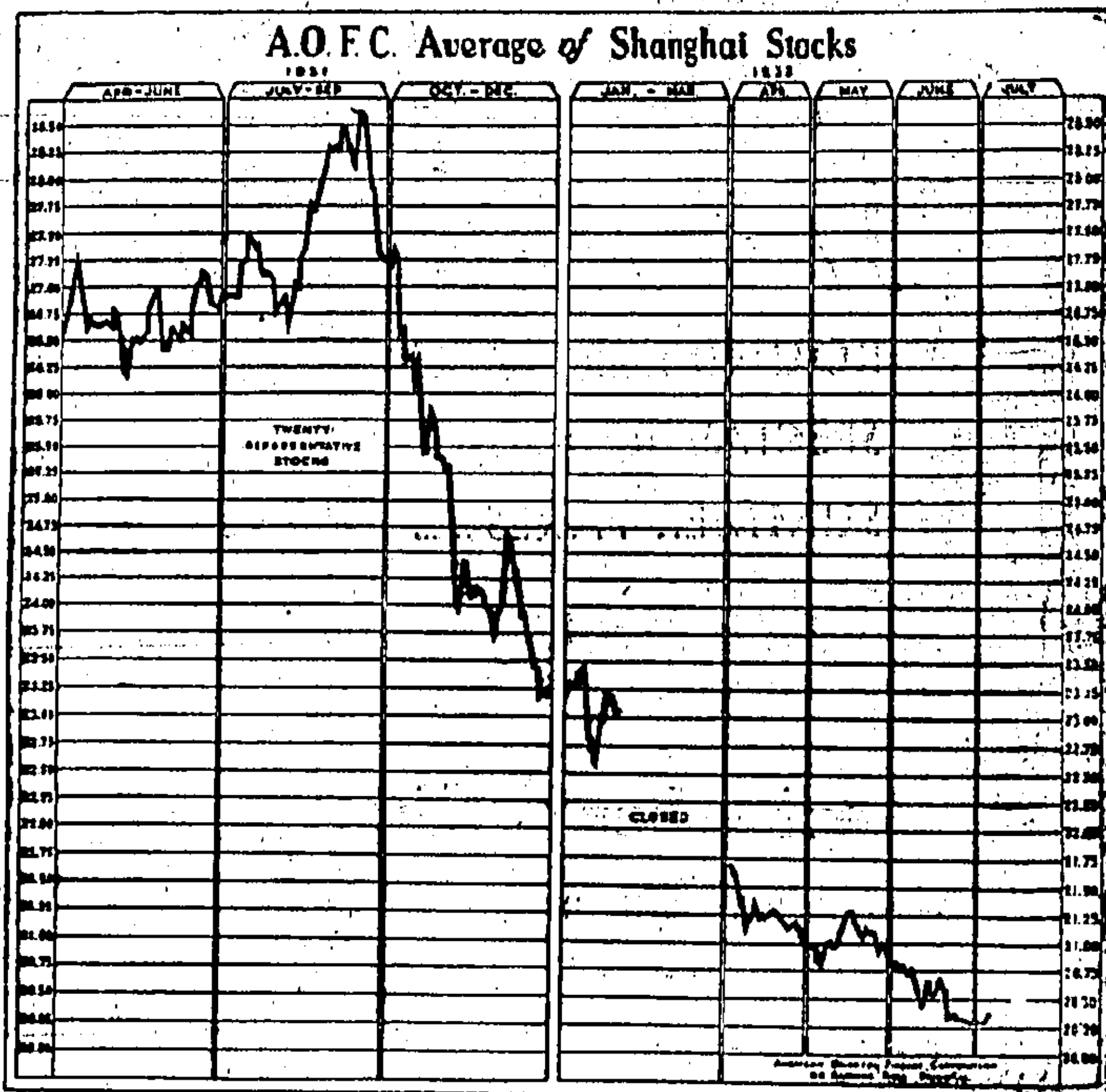
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Money and Markets



A.O.F.C. MARKET COMMENT.

July 5, 1932.
That the market lacks sustaining background of better business news is universally recognized, and, doubtless, if one of the important indices should show a turn for the better, response on the buying side might be of substantial proportions. In spite of the heavy liquidation that took place during the few days previous to the June Settlement, the market displayed a firm undertone, with apparently little stock pressing for sale. The trendlessness of the market was accentuated last week on account of the three days Summer holidays.

Monday's trading was very quiet under the influence of the holidays. Kwo opened firm, due to a rise in yarn, and business was done at 13.00 July. Later, however, business was done at 13.60 with buyers only offering 13.70. The following day Shanghai Lands opened at 24, China Realty at 10.70. Trams "B" changed hands at 28.75. Practically all piece goods markets have been uneventful during the past week, prices generally continuing their downward trend. The silk market closed quiet because of the Yen slump. The market for artificial silk yarn continues to be

depressed, the low Yen rate helping the Japanese mills considerably.

In view of the important possibilities abroad, it is probably natural that traders should prefer to continue a waiting attitude, but it does not seem as if the market had resolved itself into a situation which was quite ready to respond to constructive news.

June 29, 1932 20.30
High for 1932-22 Sept. 19, 1931 28.98
Low for 1931-22 June 30, 1932 29.29
July 5, 1932 20.30

HONG KONG STOCK MARKET.

YESTERDAY'S OFFICIAL QUOTATIONS.

The opening session yesterday morning was quiet and featureless, but Banks, Lands, Trams and Electrics still maintain their position of being outstandingly firm and not easily obtainable.

Sellers.

Union Insurances \$450.
Hong Kong Trams \$22.70.
Star Ferries, \$89.
China Lights (Old), \$18.40/184.

Buyers.

Hong Kong Banks \$1,550.
China Fire Insurances \$800.

Hong Kong Steamboats \$21.
Union Waterboats \$20.
Hong Kong and Whampoa Docks \$18.
Providents (Old) \$4.65.
Hong Kong Lands \$77.
Ewo Cottons Tia. 13.40.
Hong Kong Trams \$22.00.
Yau-mat Ferries (Old) \$33.
Yau-mat Ferries (New), \$32.
Hong Kong Electrics \$72.
Telephones (P.P.), \$22.
Malabon Sugars \$20.
Canton Ices \$9.
Dairy Farms \$28.
Constructions (Old) \$0.05.
Constructions (New) \$1.55.
Hong Kong Government Loans 2 per cent. premium.

Sellers.

China Lights (New) \$18.
Malabon Sugars \$20.
Dairy Farms \$28.40.
Wallace Harpers, \$13.

Buyers.

Hong Kong Banks \$1,550/1,550.
Union Insurances \$450.
China Lights (Old) \$18.40.
Hong Kong Electrics \$73.
Constructions (Old) \$0.1.
Constructions (New) \$1.55.

Sellers.

Hong Kong Banks \$1,575.
Union Insurances \$447.
Star Ferries \$89.
Cements (Combined) \$17.70.
Constructions (Old) \$0.20.

Buyers.

Hong Kong Lands \$78.
Cements (Combined) \$18.10.

Sellers.

Hong Kong Banks \$1,550/1,550.
Union Insurances \$450.
China Lights (Old) \$18.40.
Hong Kong Electrics \$73.
Constructions (Old) \$0.1.
Constructions (New) \$1.55.

Buyers.

Hong Kong Banks \$1,575.
Union Insurances \$447.
Star Ferries \$89.
Cements (Combined) \$17.70.
Constructions (Old) \$0.20.

Sellers.

Hong Kong Lands \$78.
Cements (Combined) \$18.10.

Buyers.

Hong Kong Banks \$1,550/1,550.
Union Insurances \$450.
China Lights (Old) \$18.40.
Hong Kong Electrics \$73.
Constructions (Old) \$0.1.
Constructions (New) \$1.55.

NEW YORK STOCK EXCHANGE.

A.O.F.C. QUOTATIONS.

(REUTERS' AMERICAN SERVICE.)

New York, July 9.
LAST TO-DAY'S AVERAGE AVERAGE CHANGES

20 Industrials	41.92	41.93	+ .01
20 Rails	13.25	13.33	+ .08
20 Utilities	16.53	16.54	+ .01

Messrs. E. A. Pierce & Co. Report.
Market easy.—Business done: 200,000 shares.

Air Reduction	18 1/2	18 1/2
Allied Chemical	45 1/2	45 1/2
Dye	31 1/2	32
American Can	31 1/2	32
American Telephone and Telegraph	72 1/2	71 1/2
American Tobacco	50 1/2	50 1/2
Auburn	44 1/2	45 1/2
Border Company	20 1/2	20 1/2
Canadian Pacific	9 1/2	9 1/2
Consolidated Gas of	10 1/2	10 1/2

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CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES

UORAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel
"MNESTHEUS"
FROM NEW YORK VIA MANILA
are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 9th July.
Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 15th July, 1932 will be subject to Rent.
All Claims against the Vessel must be presented to the Underwriter on or before the 29th July, 1932 or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
9th July, 1932. [3359]

HAMBURG ALEKIA LINE.

NOTICE TO CONSIGNEES

THE Motor Vessel
"BERLAND"
having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July, 1932, will be subject to Rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 15th July, 1932, at 10 a.m. by our Surveyors, Messrs. Goldard & Douglas.
All Claims must reach us before the 30th July, 1932, or they will not be recognized.
No Insurance will be effected.
Bills of Lading will be countersigned by the Underwriter.
JEBSEN & CO., Agents.
Hong Kong, 9th July, 1932. [3357]

New York 33 1/2 34 1/2
Drugs, Inc. 20 1/2 21 1/2
Du Pont de Nemours 22 1/2 23 1/2
Eastman Kodak 30 1/2 31 1/2
General Electric 9 1/2 10 1/2
General Foods 20 1/2 21 1/2
General Motors 7 1/2 8 1/2
International Harvester 10 1/2 11 1/2
International Tel. and Tel. 3 1/2 4 1/2
Liggett and Myers 39 1/2 40 1/2
Loew's Inc. 14 1/2 15 1/2
Pacific Gas and Electric 18 1/2 19 1/2
Pennsylvania Railway 7 1/2 8 1/2
Radio Corporation 3 1/2 4 1/2
Sears Roebuck 10 1/2 11 1/2
Standard Oil Co. of New Jersey 24 1/2 25 1/2
Sears-Roebuck Corp. 6 1/2 7 1/2
Union Carbide and Carbon 16 1/2 17 1/2
United Pacific 28 1/2 29 1/2
United Aircraft and Trans. 7 1/2 8 1/2
United States Steel 21 1/2 22 1/2
Westinghouse E. & M. 16 1/2 17 1/2

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE.				SHAREBROKERS' ASSOCIATION.			
Buyers	Sellers	Sales	Nominal	Buyers	Sellers	Sales	Nominal
MONDAY, JULY 11.							
Banks							
\$1,550	H.K. Banks	\$1,550	...	\$1,550
...	Do. (London)	...	...	...
...	Chartered Banks	...	...	...
...	Morantile Bks. "A"	...	...	...
...	Do. "C"	...	...	...
...	Bank of East Asia	...	...	...
...	N. O. & S. Banks	\$7	...	...
...	Am. O. Fin. Corp.	...	...	...
...	China Fin. Corp. Ltd.	...	...	...
...	Do. Prof.	...	...	...
Insurance							
...	Canton Insurance	...	...	...
...	Underwriters	\$415	...	\$1,200
...	Union Insurance	\$3.30	...	...
...	China Fire	\$625	...	...
...	H.K. Fire	...	...	...
...	International Assoc.	...	...	...
Shipping							
...	Dongasas	...	...	...
...	Steamboats	...	...	...
...	Indos (pref.)	...	...	...
...	Do. (def.)	...	...	...
...	Shells	...	...	...
...	Waterways	...	...	...
Mining							
...	Benguet	...	...	...
...	Vamatu Gold Fld.	...	...	...
...	Kailans	...	...	...
...	Langkats (single)	...	...	...
...	Explorations	...	...	...
...	Shanghai Loans	...	...	...
...	Haube	...	...	...
...	Trench Mines	\$32	...	...
...	Benguet Explorations	...	...	...
...	Do. W. & A.	...	...	...
...	Godown, W. & A.	...	...	...
H.K. & T. Wharves							
...	Providents (old)	\$5	...	...
...	Do. (new)	\$5.20	...	...
...	H.K. & W. Docks	\$18	...	...
...	S. China Motors "A"	...	...	...
...	Do. "B"	...	...	...
...	Shanghai Docks	...	...	...
...	New Engineering	...	...	...
...	Hongkong	...	...	...
...	Lands, Hotels, and	...	...	...
Buildings							
...	H.K. Hotels (old)	...	...	...
...	Do. (new)	\$11.50	...	\$11.05
...	H.K. Lands	...	...	...
...	Shanghai Lands	...	...	...
...	Metropolitan Lands	...	...	...
...	H.K. Realities	...	...	...
...	China Do.	...	...	...
...	Do. Depotures	...	...	...
...	Rumphors	...	...	...
...	Asia Realities	...	...	...
...	Do. "B" M	...	...	...
...	Chinese Estates	...	...	...
...	Cotton Mills	...	...	...
...	Ewos	T13.40	...	T13.60
...	Shai Cottons	...	...	...
...	Zong Nings	...	...	...
...	Public Utilities	...	...	...
...	Tramways	\$32	...	...
...	East Trams (old)	...	...	...
...	Do. (new)	...	...	...
...	Star Ferries	\$29	...	...
...	Yau-mat Ferries (old)	...	...	...
...	Do. (new)	...	...	...
...	China Lights (old)	...	...	...
...	Do. (new)	...	...	...
...	H.K. Electric	\$72	...	...
...	Maaco "do"	...	...	...
...	Sandakan Lights	...	...	...
...	Telephones (fully pd)	...	...	...
...	Do. (part pd)	...	...	...
...	China Buses	...	...	...
...	Tramways	...	...	...
...	Do. (pref.)	...	...	...
...	Industrials	...	...	...
...	Malabon Sugars	...	...	...
...	Caldbeck, (ord)	...	...	...
...	Macgregors (pref.)	...	...	...
...	Canton Ices	...	...	...
...	Consent. (comb)	...	...	...
...	Do. (old)	...	...	...
...	Do. (new)	...	...	...
...	Ropes	...	...	...
...	Chi. Agriculture	...	...	...
...	Miscellaneous	...	...	...
...	Dairy Farms	\$28	...	\$28.10
...	Der A. Wings	...	...	...
...	Amusements	...	...	...
...	Ch. Etainments	...	...	...
...	Constructions (old)	\$8.15	...	\$13.40
...	Constructions (new)	\$1.50	...	...
...	Loce Crawford	...	...	...
...	Mackinaw	...	...	...
...	Nanyang Tobacco	...	...	...
...	Sincere	...	...	...
...	Watsons (old)	...	...	...
...	Do. (new)	...	...	...
...	Wm. Powells	...	...	...
...	M. Greybonds	...	...	...
...	U. C. Enterprises	...	...	...
...	B. Int. G. Bonds	...	...	...
...	H.E. Gov. Loans	...	...	...
...	Wallace Harper	...	...	...
...	China Sports Ltd.	...	...	...
...	H.K. Wing On	\$220	...	...
...	Shai Do.	\$225	...	...
...	Do. Textiles	\$150	...	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS.		SUNDAYS & HOLIDAYS	
	FROM G.P.O.	FROM SHUNGWAN BRANCH P.O.	FROM G.P.O.	FROM SHUNGWAN BRANCH P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.00 a.m. 7.00 p.m.	7.15 a.m. & 6.00 p.m.	7.00 a.m. & 7.00 p.m.
Samshui and Wuchow (By direct steamer)	4.00 p.m.	4.00 p.m.	4.00 p.m.	6.00 a.m.
Macao & Tsinshan	7.15 a.m. & 1.15 p.m.	7.30 a.m. 1.30 p.m.	8.15 a.m. & 1.15 p.m. Sundays 8.15 a.m.	8.30 a.m. & 1.30 p.m. Sundays 8.30 a.m. only 6.00 p.m.
Kongmoon (except Saturdays)	5.00 p.m.	6.00 p.m.	5.00 p.m.	6.00 p.m.
Kaukung (except Saturdays).		6.00 p.m.		6.00 p.m.
Fatshan and Wuchow. (By Train)	7.15 a.m.		7.15 a.m.	
Tai O	1.00 p.m.		11.00 a.m.	
Tai Po	9.00 a.m. & 3.00 p.m.		9.00 a.m.	
Shumshui	9.00 a.m. & 3.00 p.m.		11.00 a.m.	
Cheungchow	1.00 p.m. & 6.00 p.m.		11.00 a.m. & 6.00 p.m.	
Aberdeen	8.00 a.m.		8.00 a.m.	
Stanley	12.30 p.m.		11.00 a.m.	
Autau	8.30 a.m.		8.30 a.m.	
Pingshan, Bantian, Shatin, Shatakok and Sheng shui	3.00 p.m.		10.30 a.m.	
Saikung	4.30 p.m.		10.30 a.m.	
Maunso, Spekk & Taipei				

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 12th July, 2 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 13th July, 3 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 15th July, Noon
SWATOW & SHANGHAI	"KINGYUAN"	On 15th July, 3 p.m.
NINGBO, NEWCHOW & DALY	"CHENAN"	On 16th July, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 17th July, 3 p.m.
SWATOW & BANGKOK	"KAYING"	On 17th July, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUZYANG"	On 19th July, 2 p.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 20th July, 3 a.m.
HONGKONG & BANGKOK	"KWEIYANG"	On 20th July, Noon
AMOI & SHANGHAI	"TSINAN"	On 20th July, 3 p.m.
NEWCHOW & DALY	"STEAMER"	On 21st July, 3 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KANGCHOW"	On 22nd July, Noon
SWATOW, SHANGHAI & TIENTSIN	"KWANGTUNG"	On 22nd July, 3 p.m.
SWATOW & BANGKOK	"SOOCHOW"	On 24th July, 3 p.m.
SWATOW & SHANGHAI	"KALGAN"	On 24th July, 3 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KINGYUAN"	On 29th July, Noon
SWATOW & BANGKOK	"KIANGSU"	On 31st July, 3 p.m.

SAILINGS SUBJECT TO ALTERATION.

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CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

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BRITISH STEAMERS: CHANGTE - TAIPIING (SUNNER)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

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LONDON (via Australia) from 213s-15s.

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STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manilla	Due Sydney
TAIPIING	12th July	22nd July	25th July	10th Aug.
CHANGTE	12th Aug.	22nd Aug.	25th Aug.	11th Sept.
TAIPIING	13th Sept.	23rd Sept.	26th Sept.	9th Oct.
CHANGTE	14th Oct.	24th Oct.	27th Oct.	9th Nov.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents.—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD COPENHAGEN.

The M.S. "DANMARK"
on or about 2nd AUGUST, 1932For SINGAPORE, PORT SAID, ROTTERDAM,
HAMBURG, COPENHAGEN, FREDRIKSSTAD,
AND OTHER SCANDINAVIAN & BALTIC PORTS.

OTHER SAILINGS	SAILING LIST.	CONTINENT, ETC.
M.S. "Danmark"	SHANGHAI, ETC.	2nd Aug.
M.S. "Java"	4th Aug.	2nd Sept.
M.S. "Malaya"	1st Sept.	2nd Oct.
M.S. "Afrika"	30th Sept.	1st Nov.

Optional Bills of Lading issued to United Kingdom Ports

HONG KONG/BANGKOK SERVICE

maintained by the Fast Motor Vessels.

M.S. "MUINAM." M.S. "BINTANG"

m.s. "Bintang"

Sailing to Bangkok

on or about

14th JULY, due Bangkok

on or about 19th JULY.

For further particulars, please apply to:-

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Excellent Accommodation for a Limited Number of Passengers at Moderate Rates

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REGULAR SERVICE of Fast, High Class Coast Steamers Sailing

subject to alteration without notice.

FOR

SWATOW, AMOI & FOCHOW

AND RETURN

(Occurring 8 to 9 Days)

HAIYANG ... Tuesday, the 12th July, at 2 p.m.

HAIYANG ... Friday, the 16th July, at 2 p.m.

HAINING ... Tuesday, the 19th July, at 8 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

Round Trip Tickets will be issued from Hong Kong to Fochow

(Fochow, Anhwei) and return by the same steamer at the Reduced

Rate of \$100.00 including Meals while the steamer is in Port.

For Freight and Passage apply to:-

DOUGLAS LARRAIK & CO

General Managers.

COMPAGNIE DES MESSAGERIES MARITIMES

CONSIGNEE NOTICE.

S.S. "YANGTSE"

ARRIVED HONG KONG on

FRIDAY, 7th JULY, 1932.

FROM DUNKIRK, ANTWERP,

LONDON, ROTTERDAM &c.

via SHANGHAI.

CONSIGNEES of Cargo by the above named Steamer are hereby informed that their Goods with exception of Opium, Tobacco and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery can be obtained as the Goods are landed.

Goods not cleared within 7 Days including date of arrival, will be subject to rent.

All Claims must be sent to the Underwriter before the Monday, the 18th July, 1932, or they will not be recognized.

Damaged Packages must be left in the Godowns for Examination by the Consignee, and the Company's Surveyor Messrs. Goddard & Douglas at 10 a.m. on Wednesday, the 13th July, 1932.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. OHL,

Agent.

Hong K 5g, 8th July, 1932. [2316]

SHIPPING MOVEMENTS.

The Ben Line s.s. Benvenue from Leith, Middlesbrough, Antwerp, London, Straits and Manila left for this port and is due to arrive here on July 12.

The B.I. Company's s.s. Tilawa left Singapore for this port on July 9 and is due here on the 14th inst.

The P. & O. Company's s.s. Kashmir left Singapore for this port on July 9 at 2.30 p.m. and is due here on the 14th inst. at about 4 a.m.



JAPAN
ROUND TRIP TOURS
SPECIAL REDUCED
SUMMER FARES...
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UNTIL
September 15th
FULL PARTICULARS
ON APPLICATION

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ARRIVALS FROM EUROPE

SAILINGS TO

NORTH CHINA & JAPAN

— (H.A.L.) S.S. "PREUSSEN" 16th July

— (H.A.L.) S.S. "DUESSBURG" 23rd July

— (N.D.L.) S.S. "TRAVE" 25th July

— (N.D.L.) S.S. "TRIER" 30th July

12th July... (N.D.L.) S.S. "ALLER" 14th Aug.

21st July... (H.A.L.) S.S. "SAUERLAND" 19th Aug.

30th July... (N.D.L.) S.S. "ALSTER" 19th Aug.

11th Aug... (H.A.L.) S.S. "MUNSTERLAND" 6th Sept.

SAILINGS TO EUROPE

DESTINATION

Genoa, Marseilles, Dunkirk, Rotterdam, Hamburg

Genoa, Marseilles, Rotterdam, Hamburg

Mar, O'blanca, L'don, R'dam, Hamburg, Bremen

Genoa, B'ona, L'don, R'dam, H'burg, B'men

Mar, Harve, Oran, O'blanca, R'dam, H'burg, B'men

Genoa, Rotterdam, Hamburg

Genoa, Marseilles, R'dam, H'burg.

NDL Hongkong/New Guinea service: S.S. "BREMERHAVEN" 21st July, 1932 to EBAUL and ports.

HAMBURG AMERIKA LINIE

JEBSEN & CO., Agents,

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CANTON AGENTS:

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T.S.S. "EMPEROR OF JAPAN."

In No. 1 Dock—Dims.: 656'-0" O.A. x 83'-6" x 49'-6" Mid.—26,000 tons gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700' x 88' x 80'-6" over sill, H.W.O.B.T.

Salvage Tug "Henry Keswick," 2,000 L.P.H. Wireless Call Signal: V.P.B.T.

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Codes Used:—A1, A.B.C. Fifth Edition: Engineering, First and Second Edition.

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Kindly send enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

To	STEAMSHIP	
TSINGTAO via SWATOW & SHANGHAI	"FOOSHING" "DAVIKEN" "HANDVIKEN" "HANGSANG"	Wed., 13th July, at 10 a.m. Thu., 17th July, at 10 a.m. Wed., 20th July, at 10 a.m. Sun., 24th July, at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG" "HOSANG"	Thurs., 21st July, at 3 p.m. Mon., 25th Aug., at 3 p.m.
Kobe via OSAKA	"HOSANG"	Fri., 2nd July, at 4 p.m.
OSAKA via AMOI & KUBE	"SUISANG"	Mon., 1st Aug., at 9 a.m.
SANDAKAN	"MAUSANG"	Wed., 20th July, at Noon
TIENTSIN via SWATOW, FOCHOW & CHEFOO	"HOPSANG" "YATSHING"	Thurs., 21st July, at 10 a.m. Sun., 31st July, at 10 a.m.
SHAL via FOCHOW	"CHIPSING"	Thurs., 14th July, at 10 a.m.

SUMMER TRIPS TO JAPAN.—Excellent first class accommodation is provided for Round Trips to Japan, on Company's Calcutta Line Steamers, at the specially reduced return fare of \$250. These return tickets are available for three months.

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Taking Cargo on through Bills of Lading to Fiume, Genoa, All
Italian, Adriatic, Levant, Black Sea and Danube Ports.
Passengers to LONDON (Overland).
NEXT SAILINGS FROM HONG KONG
M.V. "TERGESTEA" (cargo boat) ... 14th July ... 23rd Aug.
S.S. "TEVERE" (pass. boat) ... 14th July ... 23rd Aug.
S.S. "CONTE ROSSO" (pass. boat) ... 29th July ... 7th Aug.
M.V. "FUSIJAMA" (cargo boat) ... 8th Aug. ... 5th Sept.
Passenger Boats outward to Shanghai only.
Attention is called to the s.s. Garze and s.s. Conte Rosso which will
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thus allowing London passengers to reach destination the
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BALI JAVA

To Manila-Macassar-
Bali-SourabayaS.S. "TJIBADAK"
12th July, 11 a.m.

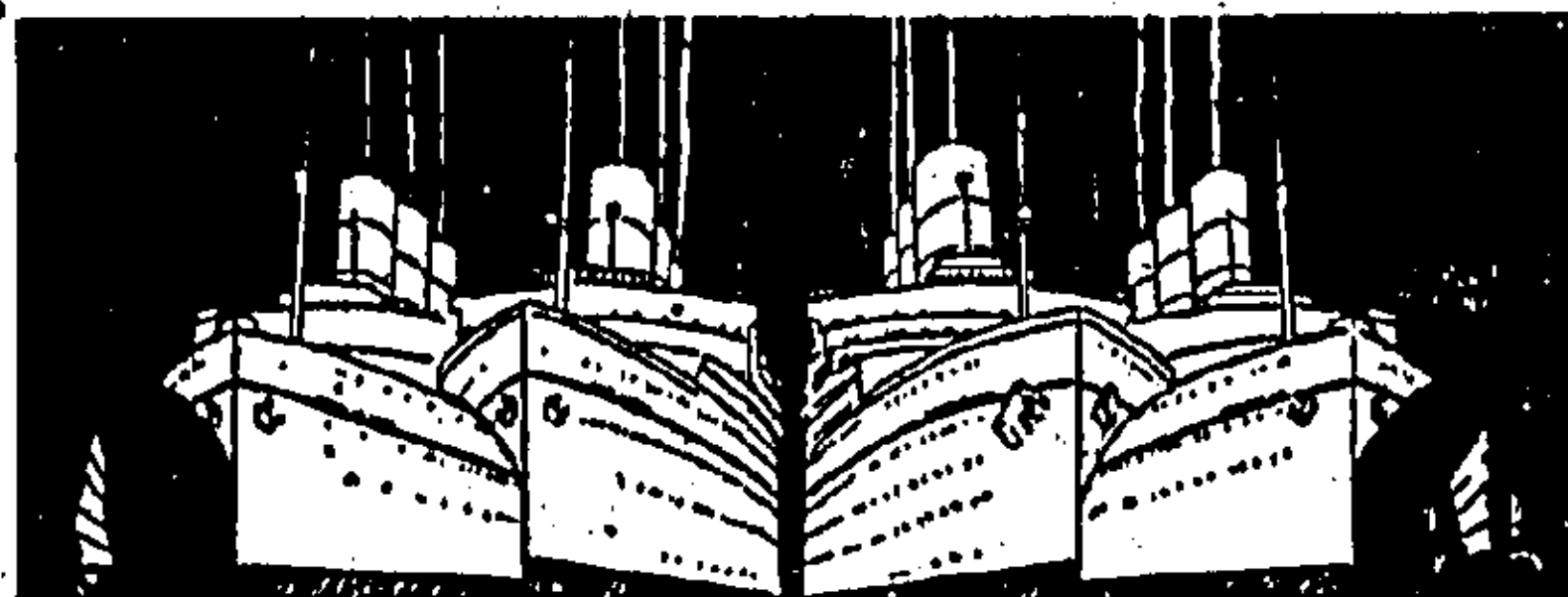
To Batavia direct

S.S. "TJILEBOET"
18th July, NoonSpecial reduced round-trip
fares and through fares to
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Emp. of Asia	July 15	July 18	July 19	July 21	July 23	Aug. 1	Aug. 10
Emp. of Canada	July 29	Aug. 1	Aug. 2	Aug. 3	Aug. 5	Aug. 11	Aug. 16
Emp. of Japan	Aug. 12	Aug. 15	Aug. 16	Aug. 18	Aug. 20	Aug. 27	Sept. 2
Emp. of Asia	Aug. 26	Aug. 29	Aug. 30	Sept. 1	Sept. 3	Sept. 10	Sept. 15
Emp. of Canada	Sept. 9	Sept. 12	Sept. 13	Sept. 15	Sept. 17	Sept. 24	Sept. 29
Emp. of Japan	Sept. 23	Sept. 26	Sept. 27	Sept. 29	Sept. 31	Oct. 8	Oct. 13
Emp. of Asia	Oct. 7	Oct. 10	Oct. 11	Oct. 13	Oct. 15	Oct. 22	Oct. 27

HONG KONG—MANILA

EMPRESS OF CANADA July 23

REDUCED FARES TO EUROPE

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SUMMER EXCURSIONS
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CANADIAN PACIFIC

THE WORLD'S LARGEST TRAVEL SYSTEM.



SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
ASAMA MARU Wednesday, 13th July
CHICHIBU MARU Wednesday, 27th July

SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HIKAWA MARU Tuesday, 2nd Aug.
HIYE MARU Tuesday, 30th Aug.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.
HARUNA MARU Saturday, 23rd July
KATORI MARU Saturday, 6th Aug.

SYDNEY & MELBOURNE via Manila & Pore.
KAMO MARU Saturday, 23rd July
KITANO MARU Saturday, 27th Aug.

GU BAY via Singapore, Penang & Colombo
TANGO MARU Tuesday, 12th July
TAIAN MARU (Calls Karachi) Friday, 15th July

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
RAKUYO MARU Monday, 8th Aug.

NEW YORK, BOSTON via PANAMA

LIVERPOOL via Saigon, Port Said, Beyrouth, Istanbul,
Piraeus, Genoa, Marseilles & Valencia
DUBBAN MARU Wednesday, 13th July

CALCUTTA via Singapore, Penang & Rangoon.
MORIOKA MARU Friday, 14th July
CALCUTTA MARU Friday, 29th July

SHANGHAI, KOBE & YOKOHAMA
TOKUSHIMA MARU (Moji direct) Wednesday, 20th July
YASUKUNI MARU Wednesday, 20th July
KITANO MARU (Nagasaki direct) Friday, 22nd July

For further information, apply to—
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FRENCH MAIL STEAMERS

To Marseilles via Saigon, Singapore, Penang, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
FELIX ROUSSEL ... 19th July	ANGKOR ... 18th July
G. METZINGER ... 2nd Aug.	PORTHOS ... 2nd Aug.
ANGKOR ... 16th Aug.	CHENONORSAUX ... 16th Aug.
PORTHOS ... 30th Aug.	ATHOS II ... 30th Aug.
CHENONORSAUX ... 13th Sept.	DARTAGNAN ... 13th Sept.
ATHOS II ... 27th Sept.	ANDRE LEBON ... 27th Sept.
DARTAGNAN ... 11th Oct.	FELIX ROUSSEL ... 11th Oct.
ANDRE LEBON ... 25th Oct.	G. METZINGER ... 25th Oct.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port-Said, or Durban.

COMMERCIAL LINE
For DUNKIRK via Haiphong, Omm Le Havre, S.S.
For Full Particulars, apply to—
Cie des MESSAGERIES MARITIMES.
Telephone 16691.

Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 10,376 TONS;
THROUGH CARGO
10,144 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for H.K.	Through Ports.
British		
Kaying, Bangkok 1,363	—	300
Sinkiang, Canton	—	—
Apoc, Saigon 3,168	4,729	303
Dutch		
Tjibadak, Shanghai 10	631	—
Sibigo, Sourabaya 331	1,503	—
Danish		
Australian, Shanghai	7,008	—
Clara, Jeksen, Saigon 2,380	—	7,008
Norwegian		
Marosa, Bangkok 2,000	—	2,000
Chinese		
Shan Lee, Hongkong 900	100	100
Total	10,376	10,144

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	3	3
Dutch	2	0
Danish	2	0
Norwegian	2	1
Chinese	1	0
Japanese	0	2
German	0	1
French	0	1
Total	10	8

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers into the Colony during the 24 hours ended at 9 a.m. yesterday:—

Kaying (Br.) Bangkok and Swatow	6
Apoc (Br.) Saigon	123
Tjibadak (Dut.) Shanghai and Amoy	220
Clara Jeksen (Dan.) Saigon	201
Total	350

WARSHIPS IN PORTS.

The following warships were in port yesterday:—

Basin.—Tamar.
East Wall.—Moorhen, Parthian, Phoenix, Cornflower.
North Arm.—Sandwich, Orpheus.
West Wall.—Wishart.
Dock.—Wren.
Foreign Man-of-War.—French sloop Inconstant; French sloop Tahure.

SHIPS IN HARBOUR.

The following merchant vessels were in harbour yesterday:—

Tharvel.
Kowloon.—Yangtze, Taiwan, Asama Maru.
Douglas Lapraik.—Haiyang.
Saikong.—Wing Wo.

Docks.

Kowloon.—Limchow, Hosang, June.
Taikoo.—Tyndareus, Hanyang, Anhui, Phenius, Ninghai, Sheng King.

Buoys.

No. A8.—Tjibadak.
No. A12.—Australian.
No. A13.—Tarcoola.
No. B2.—Foehsing.
No. B3.—Sinkiang.
No. B4.—Tchekam.
No. B5.—Yingchow.
No. B8.—Prosper.
No. B10.—Marosa.
No. B11.—Hydra II.
No. B12.—Maurice Long.
No. B14.—Kaying.
No. B15.—Kwangchow.
No. B16.—Hirundo.
No. B17.—Apoc.
No. B21.—Liangchow.
No. B27.—Sarat.
No. C1.—Clara Jeksen.
No. C4.—Halvard.
No. C6.—Bintang.
No. C7.—Daian Maru.

ARRIVALS.

July 10.

Shengkong, British str., 1,492 tons, Capt. H. Gifford, from Shanghai, Taikoo Dock.—B. & S.
Shun Lee, Chinese str., 910 tons, Capt. Miyako, from Hongkong, Yaumati Anchorage.—Yee Tai Hong.

July 11.

Apoc, British str., 1,770 tons, Capt. C. Boyce, from Saigon, buoy No. B17.—Wo Fat Sing.
Asama Maru, Japanese str., 10,017 tons, Capt. G. Shinomiya, from Manila, Kowloon Wharf.—N.Y.K.

Australian, Danish str., 4,247 tons, Capt. N. W. Jorgensen, from Dairen, buoy No. A12.—John Manners & Co.

Bhutan, British str., 2,943 tons, Capt. J. Laurie, from Shanghai, buoy No. A1.—M.M. & Co.

Chingping, British str., 1,190 tons, Capt. J. H. Ferguson, from Swatow, buoy No. B1.—J.M. & Co.

Daviken, Norwegian str., 1,773 tons, Capt. G. Svane, from Swatow, West Point Wharf.—J.M. & Co.

Marosa, Norwegian str., 830 tons, Capt. Abrahamson, from Saigon, buoy No. B10.—Wing Foong Hong.

Pres. Hoover, American str., 12,943 tons, Capt. F. E. Anderson, from Shanghai, Kowloon Wharf.—Dollar S.S. Line.

Sibago, Dutch str., 491 tons, Capt. H. J. Volman, from Samarinda, Yaumati Anchorage.—J.C.J.L.

Sinkiang, British str., 1,616 tons, Capt. J. S. G. Brown, from Canton, buoy No. B3.—B. & S.

CLEARANCES.

July 11.

Australian, for Singapore.
Bhutan, for London.
Daviken, for Canton.
Hydrangon, for Swatow.
Liangchow, for Amoy.
Phenius, for Manila.
Shun Lee, for Canton.
Sibago, for Canton.
Taiwan, for Shanghai.

SUN SHIPPING Co., Ltd.

MAURITIUS-UNION
& SOUTH AFRICAN PORTS

S.S. "CAPE ST. FRANCIS"

SAILS

19th JULY

Please Apply for Information to:—

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AGENTS.

BANK LINE LTD.

AGENTS FOR

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UNITED KINGDOM & CONTINENT

S.S. "CITY OF PERTH" Havre, London, Rotterdam & Hamburg 14th July

S.S. "CITY OF FLORENCE" Havre, London, Rotterdam & Hamburg 14th August

NEW YORK, BOSTON & BALTIMORE AMERICAN AND MARIAN LINE

ALSO AGENTS FOR

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SERVICES TO

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MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" 25th July

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

SAILING SUBJECT TO ALTERATION WITHOUT NOTICE.

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HONGKONG DIRECT TO LOS ANGELES, (in 21 Days)

SAN FRANCISCO, PORTLAND AND PUGET SOUND.

M.V. "CORNEVILLE" Leave Hongkong, 24th July

Issuing through B/Lading to Gulf & Atlantic Coast with transhipment at Los Angeles by first opportunity.

LIMITED PASSENGER ACCOMMODATION AVAILABLE.

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PENINSULAR AND ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"BAJPUTANA"	17,000	18th July	Bombay, Marseilles & London
"ALIPURE"	7,000	27th July	Bratislava, Colombo & Bombay
"MANTUA"	11,000	30th July	Bombay, Marseilles & London
"SOUDAN"	6,000	31st Aug.	Bombay, Marseilles & London
"RAWALPINDI"	17,000	13th Aug.	Bombay, Marseilles & London
"BANPUHA"	17,000	27th Aug.	Bombay, Marseilles & London
"BURDWAN"	6,000	3rd Sept.	Bombay, Marseilles & London
"MALWA"	11,000	10th Sept.	Bombay, Marseilles & London
"RANCHI"	17,000	24th Sept.	Bombay, Marseilles & London
"CAETHAGE"	14,000	8th Oct.	Bombay, Marseilles & London
"SOMALI"	6,000	18th Oct.	Bombay, Marseilles & London
"NALDERA"	14,000	22nd Oct.	Bombay, Marseilles & London
"RAJPUTANA"	17,000	5th Nov.	Bombay, Marseilles & London
"BANGALORE"	6,000	12th Nov.	Bombay, Marseilles & London

* Cargo only. † Calls Ceylon. ‡ Calls Djibouti.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	19th July, 8.30	Singapore, Penang & Calcutta
"SIRDHANA"	6,000	24th July (p.m.)	do.
"TILAWA"	10,000	8th Aug.	do.

* Calls Port Swettenham.
B.L.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NELLOR"	7,000	30th July	Manila, Batavia, Brisbane
"TANDA"	7,000	2nd Sept.	Manila, Batavia, Brisbane
"NANKIN"	7,000	1st Oct.	Manila, Batavia, Brisbane

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.
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The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

Steamship	Tons	From Hongkong (about)	Destination
"KASHMIR"	9,000	14th July	Shanghai, Kobe & Yokohama
"RAWALPINDI"	17,000	14th July	Shanghai, Kobe & Yokohama
"TILAWA"	10,000	16th July	Shanghai, Kobe & Yokohama
"BURDWAN"	6,000	27th July	Shanghai, Kobe & Yokohama
"TALMA"	10,000	28th July	Shanghai, Kobe & Yokohama
"BANPUHA"	17,000	28th July	Shanghai, Kobe & Yokohama
"TANDA"	7,000	5th Aug.	Shanghai, Kobe & Yokohama
"SANTALA"	9,000	11th Aug.	Shanghai, Kobe & Yokohama
"MALWA"	11,000	11th Aug.	Shanghai, Kobe & Yokohama
"NOVARA"	7,000	15th Aug.	Shanghai, Kobe & Yokohama
"TAKADA"	7,000	20th Aug.	Shanghai, Kobe & Yokohama
"RANCHI"	17,000	20th Aug.	Shanghai, Kobe & Yokohama
"SOMALI"	6,000	24th Sept.	Shanghai, Kobe & Yokohama
"SIRDHANA"	14,000	8th Sept.	Shanghai, Kobe & Yokohama
"CAETHAGE"	14,000	8th Sept.	Shanghai, Kobe & Yokohama
"NALDERA"	14,000	22nd Sept.	Shanghai, Kobe & Yokohama
"BANGALORE"	6,000	1st Oct.	Shanghai, Kobe & Yokohama
"RAJPUTANA"	17,000	7th Oct.	Shanghai, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Pumps for Ventilation.
Steamers on London and Australian Lines are fitted with Landrover.
Passengers may not more than 6 a.m. it will be received at the Company's Office up to Noon on the day previous to sailing.
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M.V. "PEIPING" 27th July

M.V. "FORMOSA" 27th Aug.

Outwards to: SHANGHAI and JAPAN PORTS

Sailing about

M.V. "FORMOSA" 27th July

M.V. "SHANTUNG" 27th August

M.V. "NAGARA" 27th Sept.

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